

ASRS Database Report Set

Passenger Electronic Devices

Report Set Description.....A sampling of reports referencing avionics problems that may result from the influence of passenger electronic devices.

Update Number5.0

Date of UpdateJuly 27, 2000

Number of Records in Report Set50

Number of New Records in Report Set.....14

Type of Records in Report SetFor each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data
SUBJECT: Data Derived from ASRS Reports

The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information may or may not be correct in any or all respects. At best, it represents the perception of a specific individual who may or may not understand all of the factors involved in a given issue or event.

After preliminary processing, all ASRS reports are de-identified. Following de-identification, there is no way to identify the individual who submitted a report. All ASRS report processing systems are designed to protect identifying information submitted by reports, such as, names, company affiliations, and specific times of incident occurrence. There is, therefore, no way to verify information submitted in an ASRS report after it has been de-identified.

The National Aeronautics and Space Administration and its ASRS contractor, Battelle Memorial Institute, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.

Linda J. Connell, Director
Aviation Safety Reporting System

CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

Certain caveats apply to the use of ASRS statistical data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences. We have no way of knowing which.

Moreover, not all pilots, controllers, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, distort ASRS statistics. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area "A" than area "B" simply because the airmen who operate in area "A" are more supportive of the ASRS program and more inclined to report to us should an NMAC occur.

Only one thing can be known for sure from ASRS statistics—they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 300 reports of track deviations in 1993 (this number is purely hypothetical), then it can be known with certainty that at least 300 such events have occurred in 1993.

Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. Using report narratives effectively requires an extra measure of study, the knowledge derived is well worth the added effort.

For text on the strengths and limitations of incident data, the process of using incidents for human factors evaluations, statistical analysis methods and other sources of incident data, see:

Chappell, S.L. (1994). Using voluntary incident reports for human factors evaluations. In N. Johnston, N. McDonald & R. Fuller (Eds.), *Aviation Psychology in Practice*. Aldershot, England: Ashgate.

ACN: 240831

Time

Date : 199305

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BDA

State Reference : FO

Altitude.MSL.Bound Lower : 33000

Altitude.MSL.Bound Upper : 33000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : TXKF

Make Model : Large Transport, Low Wing, 3 Turbojet Eng

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 21600

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 120

ASRS Report : 240831

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Second Officer

Person / 6

Function.Observation : Passenger

Person / 7

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Other : Unspecified

Narrative :

OFF COURSE DEV DUE TO OMEGA ERROR. SUSPECT OMEGA ERROR POSSIBLY DUE TO PORTABLE TELEVISION SET IN OP BY A PAX. DISCOVERED OFF COURSE ERROR BY INCONSISTENT WAYPOINT ESTIMATE AND LARGER THAN USUAL HDG DEV FOR WIND CORRECTION. AN UNSCHEDULED LNDG WAS MADE AT BERMUDA FOR OMEGA EVALUATION. CALLBACK CONVERSATION WITH REPORTER REVEALED THE FOLLOWING: THE FLT WAS FROM EWR TO SXM. 2 MECHS BEING FERRIED TO REPAIR ANOTHER ACFT. FLC FOUND THEY WERE MISSING THEIR ESTIMATES AND A CHK OF THEIR LATITUDE/LONGITUDE SHOWED FAR E OF WHERE THEY SHOULD HAVE BEEN. AFTER ONLY 1 1/2 HRS IN FLT THEY COULD NOT HAVE BEEN THAT FAR OFF COURSE. DECIDED TO LAND BDA. ADVISED CABIN ATTENDANTS AND THEY INFORMED THAT A PAX WAS WATCHING HIS TELEVISION. TOOK IT AWAY FROM HIM. OMEGA REALIGNED ITSELF ON TOUCHDOWN AND PROB COULD NOT BE DUPLICATED. RPTR CANNOT PROVE THE TELEVISION WAS THE CAUSE OF THE PROB.

Synopsis :

LGT MAKES A PRECAUTIONARY LNDG IN BDA WHEN THEIR OMEGA NAV PROVES UNRELIABLE.

Time

Date : 199307

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DFW

State Reference : TX

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DFW

Make Model : Light Transport, Low Wing, 2 Turboprop Eng

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 8000

Experience.Flight Time.Last 90 Days : 240

Experience.Flight Time.Type : 650

ASRS Report : 245796

Person / 2

Function.Flight Crew : First Officer

Person / 4

Function.Observation : Passenger

Person / 5

Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : Unspecified

Resolutory Action.Flight Crew : Overcame Equipment Problem

Narrative :

WHILE TAXIING INTO POS FOR TKOF, GOT 'HDG' FLAG -- AHRS WARNING ON EHSI'S (BOTH). RESET NORMALLY. OCCURRED AGAIN DURING TKOF ROLL AND WOULD NOT RESET. 20 DEG ERROR BTWN L AND R SYS. AFTER INITIAL LEVEL OFF, UNSUCCESSFULLY TRIED ALL MEANS OF REALIGNING COMPASS SYS. HAVING READ RECENT ARTICLES ON EMI, FINALLY ASKED FLT ATTENDANT TO CHK IF ANY PAX WERE USING ELECTRONIC DEVICES. ALMOST IMMEDIATELY AHRS 'HDG' WARNING DISAPPEARED AND EHSI'S REALIGNED. FLT ATTENDANT RPTED 1 PAX WAS USING A CELLULAR TELEPHONE. IN RETROSPECT, I HAVE HAD NUMEROUS INSTANCES SIMILAR TO THIS ONE WHICH MYSTERIOUSLY CORRECTED THEMSELVES AFTER A PERIOD OF TIME.

Synopsis :

GOT A 'HDG' FLAG ON HSI (BOTH) WHEN TAXIING INTO POS, AGAIN DURING TKOF ROLL. THIS HSI ERROR LASTED INTO CRUISE; A PAX HAD BEEN USING A CELLULAR PHONE.

ACN: 246778

Time

Date : 199307

Day : Sun

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DCA

State Reference : DC

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Aircraft / 1

Make Model : Medium Large Transport, Low Wing, 2 Turbojet Eng

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 18000

Experience.Flight Time.Last 90 Days : 240

Experience.Flight Time.Type : 5000

ASRS Report : 246778

Person / 3

Function.Observation : Passenger

Events

Anomaly.Non Adherence : FAR

Resolatory Action.Other : Unspecified

Narrative :

PAX ON MY COMMERCIAL SCHEDULED FLT REFUSED TO TURN OFF COMPACT DISC PLAYER WHEN REQUESTED BY THE FLT ATTENDANT. HE CLAIMED IT WAS JUST OUR COMPANY'S POLICY TO BAN THEM, NOT AN FAA OR FAR REQUIREMENT. HE SAID HE WAS AN INST FLT INSTRUCTOR AND KNEW THE REGS. HE SAID HE KNEW THE COMPACT DISC PLAYER WAS SHIELDED BECAUSE HE WAS A PROFESSIONAL ENGINEER AND A COMPUTER EXPERT. I SHOWED HIM FAR 91.21 WHICH LISTED SAFE ELECTRONIC DEVICES AND OTHER DEVICES THAT OUR AIRLINE COULD PROVE TO BE SAFE. SINCE OUR COMPANY DIDN'T PROVE HIS COMPACT DISC PLAYER SAFE, IT WAS BANNED ON OUR AIRLINE. I BELIEVE THE FAR IS QUITE AMBIGUOUS AND WAS THEREFORE HARD FOR HIM TO UNDERSTAND. I EXPLAINED THAT WAS A 'CHAMELEON' FAR. IF ANOTHER COMPANY HAD PROVEN IT SAFE, IT COULD BE USED, BUT IF IT WASN'T PROVEN SAFE, IT COULDN'T BE USED. EITHER WAY, THERE IS BACKING BY AN FAR, NOT JUST AN INDIVIDUAL COMPANY POLICY. HE CORRECTLY AND 'VERY IMPORTANTLY' POINTED OUT THAT LAPTOP COMPUTERS NOW HAVE POWERFUL COMPACT DISC PLAYERS FOR INFO STORAGE, BUT ARE ALLOWED INFLT. THIS HASN'T BEEN ADDRESSED ANYWHERE BY THE FAA OR AIRLINE MGMNTS THAT I HAVE SEEN. I SUGGEST THAT INDIVIDUAL COMPACT DISC PLAYER AND COMPUTER MANUFACTURERS FUND RESEARCH OF THEIR PRODUCT'S SAFETY.

Synopsis :

PAX REFUSED TO TURN OFF HIS COMPACT DISC PLAYER WHEN REQUESTED TO DO SO BY THE CREW.

Time

Date : 199308

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : EWR

Locale Reference.ATC Facility : LRP

State Reference : PA

Altitude.MSL.Bound Lower : 13000

Altitude.MSL.Bound Upper : 13000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZNY

Make Model : Widebody, Low Wing, 3 Turbojet Eng

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 5000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 1200

ASRS Report : 250996

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Second Officer

Person / 6

Function.Controller : Radar

Person / 5

Function.Observation : Passenger

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : Unspecified

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Flight Crew : Overcame Equipment Problem

Resolatory Action.Controller : Issued New Clearance

Narrative :

FLT LEFT EWR ON A RETURN FLT TO DFW. AFTER DEP, WE WERE INSTRUCTED BY NY DEP TO PROCEED DIRECTLY TO PARKE INTXN. BEFORE REACHING PARKE INTXN, NY DEP CTL INSTRUCTED US TO TURN 10 DEGS L AND INTERCEPT THE LRP 067 DEG RADIAL AND PROCEED INBOUND. UPON INTERCEPTING THE LRP 067 DEG RADIAL AND PASSING 13000 FT, NY DEP ADVISED US THAT WE WERE S OF COURSE. THE FLC SEEMED PUZZLED BECAUSE OUR NAV INSTS AT THE TIME (VOR) WERE SHOWING US ON THE RADIAL. ONCE PAST LRP AND BTWN FLIRT INTXN AND MRB, THE ACFT WAS BEING COUPLED TO THE INERTIAL NAV SYS. WHILE FOLLOWING THE COMMANDS OF THE INS, ZNY ASKED 'WHERE ARE YOU GOING?' UPON HEARING THIS XMISSION, THE FLC IMMEDIATELY REALIZED SOMETHING WAS WRONG AND ASKED THE #1 FLT ATTENDANT TO CHK THE CABIN FOR USAGE OF ILLEGAL ELECTRONIC DEVICES. WHILE SHE WAS DOING THAT TASK, THE FLC NOTICED THAT BOTH NAV COMPASS SYS WERE IN ERROR BY 40 DEGS WITH THE WET COMPASS. UPON ADVISING CTR OF THIS PROB, THEY GAVE US A VECTOR TOWARDS MRB. AT THE SAME TIME, THE #1 FLT ATTENDANT RETURNED AND ADVISED US THAT THERE WERE 2 GAME BOYS IN USE (ELECTRONIC GAMES), 1 WALKMAN IN USE, AND 1 CELLULAR PHONE IN USE. THE FLC ADVISED THE #1 FLT ATTENDANT TO RETURN TO THE CABIN AND SHUT DOWN THE CELLULAR PHONE. UPON RESLAVING OUR COMPASSES (RESLAVING OF COMPASSES WERE DONE 2 TIMES ON THE GND) AND ADVISING ZNY OF OUR NAV DIFFICULTIES, THE COMPASSES REALIGNED AND FLT PROCEEDED WITHOUT INCIDENT.

Synopsis :

NAV COMPASS SYS ERROR CAUSES NAV DEV. PAX ELECTRONIC DEVICES IN USE.

Time

Date : 199309

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : JFK

State Reference : NY

Altitude.MSL.Bound Lower : 7000

Altitude.MSL.Bound Upper : 7000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : N90

Controlling Facilities.Tower : BDR

Make Model : Small Aircraft, Low Wing, 1 Eng, Retractable Gear

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1850

Experience.Flight Time.Last 90 Days : 70

Experience.Flight Time.Type : 1100

ASRS Report : 252399

Person / 2

Function.Controller : Local

Person / 3

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : Unspecified

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Flight Crew : Overcame Equipment Problem

Resolatory Action.Controller : Issued New Clearance

Narrative :

RADIO COM WITH NY APCH TEMPORARILY LOST APPARENTLY DUE TO RADIO INTERFERENCE CAUSED BY TURNING ON KENWOOD AUDIO DISC (COMPACT) PLAYER AND PUTTING INPUT INTO INTERCOM MUSIC SYS. WHEN I REALIZED I HAD LOST CONTACT WITH NY APCH AFTER A MIN OR 2, I IMMEDIATELY DISCONNECTED THE COMPACT DISC PLAYER AND TURNED IT OFF. I CONTINUED ON IFR FLT PLAN I HAD BEEN CLRED ON WHILE CONTINUING TO ATTEMPT CONTACT WITH NY APCH. BOTH COM RADIOS WERE ON BUT APPARENTLY WERE STILL OPERATING POORLY. I FINALLY MADE CONTACT WITH BRIDGEPORT, CT, TWR WHO HELPED ME GET BACK IN TOUCH WITH NY APCH ON 124.65. CONTACT WAS RESTORED AND I CONTINUED ON COURSE, EXPLAINED TO NY APCH THAT I DID NOT KNOW FOR SURE WHY COM WAS LOST (LATER REALIZED IT COULD BE DISC PLAYER). WILL HAVE AVIONICS SHOP CHK DISC PLAYER TO SEE IF IT INDEED MAY BE CAUSING INTERFERENCE, AND IN FACT, CAUSING FREQ TO CHANGE. THIS OCCURRED AT A VERY CRUCIAL TIME AS I WAS FLYING OVER JFK ARPT -- DISTURBING TO ME AND TO THE CTLRS, I'M SURE. CTLR DID NOT COMMENT ONE WAY OR ANOTHER AFTER COM WAS RESTORED. JUST GAVE ME DIRECT BRIDGEPORT, WHICH WAS THE NEXT WAYPOINT IN MY FLT PLAN. WHAT DID I LEARN? BEWARE OF ANY TYPE ELECTRONICS INTERFERING WITH COM RADIOS (OR NAV RADIOS). CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: HE STILL DOESN'T KNOW WHY THE COMPACT DISC PLAYER MADE HIS ATC COM RADIO 'JUMP' FREQS. HIS AVIONICS MAINT PERSON COULDN'T EITHER. IT WAS ASSUMED CORRECTLY THAT THE COMPACT DISC PLAYER WAS FOR THE PAX'S USE WHILE IN CRUISE. RPTR INDICATED THAT HIS ATC COM RADIO HAS AN AUTO AUDIBLE REDUCER THAT CUTS THE MUSIC OUT WHEN THE ATC CALL COMES OVER THE FREQ. LOOKS LIKE THE COMPACT DISC WORKED IN REVERSE THIS TIME. RPTR STATED THAT HE WOULD BE MORE CAUTIOUS IN THE FUTURE IN WHEN HE 'PLUGS IN THE TUNES' AND WILL BE CERTAIN NOT TO 'PHASE OUT' ATC.

Synopsis :

TEMPORARY LOSS OF COM FREQ.

ACN: 253941

Time

Date : 199310

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : DBN

State Reference : GA

Altitude.MSL.Bound Lower : 37000

Altitude.MSL.Bound Upper : 37000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZTL

Make Model : Widebody, Low Wing, 3 Turbojet Eng

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 18000

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 150

ASRS Report : 253941

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Independent Detector.ATC Equipment.Other ATC Equipment : Unspecified

Independent Detector.Other.ControllerA : Unspecified

Resolatory Action.Flight Crew : Returned to Intended Course or Assigned Course

Resolatory Action.Other : Controller Intervened

Narrative :

FROM MIA TO ATL. AFTER LEAVING MIA AND DIVERTING FOR WX USING HDG MODE, WE WERE CLRED 'DIRECT DUBLIN SINCA 1 ARR.' IN CRUISE (37000 FT), APCHING DBN, CTR ASKED IF WE SHOWED ON COURSE. THE FMS SHOWED US ON COURSE APCHING DBN AND THE 2 MIN ALERT LIGHT WAS FLASHING. WE CHKED THE DBN COORDINATES AND THEY WERE CORRECT. UPON SWITCHING TO RADIO WE REALIZED THAT WE WERE L OF COURSE. CTR GAVE US A R TURN AND TOLD US THAT WE WERE GOING TO PASS W OF DBN BY ABOUT 13 MI, INSTEAD OF PASSING OVER IT, IF WE HAD CONTINUED ON OUR COURSE. CTR THEN GAVE US 'DIRECT CANUK INTXN.' WE USED THE FMS TO GO DIRECT AND CHKED THE COORDINATES IN THE FMS WHICH WERE CORRECT. THE ACFT TURNED TOO FAR TO THE L. WE THEN WENT BACK TO RADIO AND INTERCEPTED THE 'SINCA 1 ARR' IN COORD WITH CTR. WHILE APCHING 'CANUK' WE CHKED THE FMS AND IT INDICATED THAT WE WERE R OF COURSE 7 MI. #1 AND #2 INS INDICATED THAT WE WERE OFF COURSE. HOWEVER, #3 INS AGREED WITH RADIOS THAT WE WERE ON COURSE, WE CONTINUED INBOUND AND LANDED IN ATL. WE ASKED THE FLT ATTENDANTS IF ANYONE IN THE CABIN WAS USING SOME TYPE OF ELECTRONIC EQUIP. THEY SAID THAT THERE WERE SEVERAL PEOPLE PLAYING ELECTRONIC GAMES.

Synopsis :

FLC OF A WDB ACR ACFT DEVIATED FROM ASSIGNED COURSE DUE TO INS NAVIGATIONAL ERROR.

Time

Date : 199402

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : YUM

Locale Reference.ATC Facility : BCH

State Reference : CA

Altitude.MSL.Bound Lower : 11500

Altitude.MSL.Bound Upper : 11500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : YUM

Make Model : Small Transport, Low Wing, 2 Turboprop Eng

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 9500

Experience.Flight Time.Last 90 Days : 20

Experience.Flight Time.Type : 300

ASRS Report : 263167

Person / 2

Function.Observation : Passenger

Person / 3

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : Unspecified

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Other : Controller Intervened

Narrative :

I WAS TRANSPORTING GOV OFFICIALS FROM LAKE HAVASU, AZ TO YUMA, AZ. APPROX 45 MI FROM YUMA, I CALLED YUMA APCH CTL AND WAS GIVEN A XPONDER CODE. APCH NOTIFIED ME THAT I WAS IN RADAR CONTACT AND TO IMMEDIATELY TURN TO 270 DEGS AS I WAS INSIDE THE R-2306 COMPLEX. I COMPLIED WITH ATC AND BEGAN XCHKING MY NAV RADIOS. I HAD PRESET THE BLYTHE VORTAC 150 DEGS RADIAL ON MY #2 OBS, AND THE BARD VORTAC 345 DEGS RADIAL ON MY #1 OBS (HSI). MY PURPOSE IN PRESENTING THESE RADIALS WAS TO ASSIST ME IN REMAINING CLR OF THE R-2306 COMPLEX TO THE W. I WAS ALSO REFERRING TO THE CB-18 WAC CHART. YUMA THEN TOLD ME I WAS CLR AND TO RESUME MY OWN NAV. AFTER LNDG IN YUMA AND CONFERRING WITH MY PAX, I LEARNED THAT AT LEAST 1 AND MAYBE 2 CELLULAR PHONES WERE BEING USED BY MY PAX. BOTH VOR RECEIVERS IN THE ACFT WERE SIGNED OFF AS BEING CHKED BY THE PXR-VOT IN FEB 94 WITH ZERO ERROR. I CAN ONLY ASSUME THAT THE CELLULAR PHONES COULD HAVE AFFECTED MY NAV RADIOS. I RECENTLY READ IN THE AVIATION SAFETY JOURNAL ABOUT THE PROBS WITH COULD ARISE FROM USING PORTABLE ELECTRONIC DEVICES WHILE IN FLT. I PLAN TO DISTRIBUTE THAT ARTICLE TO ALL EMPLOYEES ON MY OP IN ORDER TO ALERT THEM ABOUT THE HAZARDS OF USING PORTABLE COMPUTERS AND TELEPHONES IN ACFT.

Synopsis :

A GOV SMT PLT PENETRATED R-2306.

Time

Date : 199403

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PBI

State Reference : FL

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 11000

Experience.Flight Time.Last 90 Days : 85

Experience.Flight Time.Type : 20001

ASRS Report : 265141

Person / 2

Function.Flight Crew : First Officer

Person / 4

Function.Observation : Passenger

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : Unspecified

Resolutory Action.None Taken : Anomaly Accepted

Narrative :

WHILE BOARDING FLT WHICH WAS LATE, FLT ATTENDANT WAS ASKED IF A PAX COULD MAKE A CALL ON HIS PORTABLE PHONE. I ALLOWED IT WITH THE STIPULATION THAT HE TURN OFF THE PHONE PRIOR TO CLOSING THE CABIN DOOR AND PUSHBACK. THE PHONE WAS TURNED OFF PRIOR TO PUSHBACK. LATER, WHEN DISCUSSING THIS WITH THE FO, HE SAID THAT PORTABLE PHONES WERE NOT PERMITTED ON THE ACFT AT ANY TIME, NOT JUST WHEN IT IS MOVING. I VERIFIED THIS BY REVIEWING APPROPRIATE REGS AND COMPANY MANUAL. THE MORAL IS: IF IN DOUBT, LOOK IT UP. MY WILLINGNESS TO HELP THIS PAX ALLOWED ME TO BREAK A COMPANY POLICY. WITH THE PRESENT SPOTLIGHT ON EMI INTERFERENCE IT IS BEST TO ON THE SIDE OF CAUTION! CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING: RPTR FELT THAT THE USE OF THE CELLULAR PHONE DURING A 'NO OP' PERIOD AT THE GATE WAS NOT A CAUSE FOR ANY VIOLATION. THE INTERESTING PART OF THE PAX REQUEST WAS THAT THE PAX WAS WITH THE FAA, IN THE INFLT DIVISION, CHKING FACILITIES. WHEN ASKED WHAT WAS ALLOWED, THE RPTR READ FROM HIS ACR MANUAL AND IT FOLLOWED THE FAR 91.21 FAIRLY WELL SO FAR AS ACCEPTABLE ITEMS AS DOES ANOTHER ACR'S PLTS OPERATING MANUAL. THE ADDITIONS WERE THE 'NOT ACCEPTABLE' WHICH THE FAR DOES NOT SPELL OUT AND THEY VARIED SLIGHTLY FROM THE OTHER ACR'S. THE ONE COMMON ITEM NON ACCEPTABLE WAS THE CELLULAR PHONE. NO ALT EXCLUSIONS WERE GIVEN FOR THAT. WE AGREED THAT EACH ACR SEEMED TO HAVE ITS OWN GUIDES.

Synopsis :

USE OF PORTABLE, CELLULAR PHONE ON ACFT WHILE AT THE RAMP.

Time

Date : 199401

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ATL

State Reference : GA

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ATL

Make Model : Commercial Fixed Wing

Component / 1

Aircraft Component : Powerpl Fuel Control

Aircraft Reference : X

Problem : Failed

Problem : Malfunctioning

Component / 2

Aircraft Component : Engine Control

Aircraft Reference : X

Problem : Malfunctioning

Component / 3

Aircraft Component : Engine

Aircraft Reference : X

Problem : Failed

Problem : Malfunctioning

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 19000

Experience.Flight Time.Last 90 Days : 165

Experience.Flight Time.Type : 700

ASRS Report : 265426

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Ground

Person / 4

Function.Observation : Passenger

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.None Taken : Unable

Narrative :

ON PUSHBACK IN ATL, STARTED L ENG AND SHUT DOWN APU PER CAPT REQUEST FOR SINGLE ENG TAXI AND XBLEED START OF R ENG. AS CAPT APPLIED PWR FOR TAXI, L ENG ROLLED BACK TO LESS THAN IDLE AND WAS SHUT DOWN. AS ENG GENERATOR TRIPPED, APU HAD SHUT DOWN AND ACFT LOST ELECTRICAL PWR EXCEPT BATTERY. ATTEMPTS TO START APU FAILED AND WE HAD TO BE PWRED BACK TO GATE. MAINT ARRIVED AND CHKED EVERYTHING OUT AND RELEASED US. THEIR COMMENT WAS THAT, WHILE NOT COMMON, THIS TYPE OF PROB HAD HAPPENED BEFORE. WE DEPARTED FOR IAD NORMALLY. DURING CRUISE, WE EXPERIENCED VHF INTERFERENCE. I ASKED THE FLT ATTENDANT TO CHK IF ANY PAX WAS USING ANY PERSONAL ELECTRONIC DEVICE (PED). SHE SAID SHE THOUGHT A PAX HAD BEEN USING HIS CELLULAR PHONE. I SUGGESTED SHE ASK IF HE WAS USING IT DURING PUSHBACK. SHE SAID THAT HE AT FIRST SAID YES, THEN GOT NERVOUS AND THEN SAID NO. I TOLD HER TO TELL HIM THERE WOULD BE NO PUNITIVE ACTION AND WE JUST NEEDED INFO. HE DECLINED AND LEFT THE ACFT BEFORE I COULD TALK TO HIM. HE COULD BE TELLING THE TRUTH AND THE VHF PROB COULD HAVE BEEN OUTSIDE INTERFERENCE. I HAD NO HARD EVIDENCE AND NO WITNESS, ONLY SPECULATION. THE OBVIOUS CONCERN IS IF A PED COULD INTERFERE WITH THE ELECTRONIC FLY-BY-WIRE THROTTLE CTLs. IS THERE ENOUGH EMPHASIS ON ENFORCEMENT OF PED RESTRICTIONS IN FLT ATTENDANT TRAINING?

Synopsis :

ACR FO VOICES CONCERN OVER PERSONAL ELECTRONIC DEVICE (PED) EMI EFFECTS ON ENG FUEL CTLR AND RADIO INTERFERENCE ON VHF.

Time

Date : 199404

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : BAL

State Reference : MD

Altitude.MSL.Bound Lower : 10000

Altitude.MSL.Bound Upper : 25000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZDC

Make Model : Commercial Fixed Wing

Component / 1

Aircraft Component : ILS/VOR

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 8000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 200

ASRS Report : 268467

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Observation : Passenger

Person / 5

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Independent Detector.ATC Equipment.Other ATC Equipment : Unspecified

Independent Detector.Other.ControllerA : Unspecified

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Other : Controller Intervened

Narrative :

CAPT WAS FLYING ACFT OUTBOUND ON THE PALEO 2 DEP FROM BWI. CAPT WAS TRACKING THE 276 DEGS RADIAL TO SIE AND COCKPIT DISPLAY SHOWED ON COURSE. MY NAV RECEIVER WAS TUNED TO ENO VOR FOR THE NEXT LEG OF THE SID. BALTIMORE DEP ASKED US TO TURN 30 DEGS L TO RE-INTERCEPT THE SID. CAPT'S INDICATOR SHOWED HIM EXACTLY ON COURSE. I FLIPPED MY VOR RECEIVER BACK TO SIE AND MY NEEDLE CTRED WITH 276 DEG RADIAL DIALED IN. WE MENTIONED TO ATC THAT WE SHOW ON COURSE. ATC SAID THAT WE WERE 10 MI S OF COURSE. WE TURNED TO THE ASSIGNED HDG AND ATC TOLD US TO INTERCEPT THE PXT 046 DEG RADIAL FOR THE WARRD 4 STAR INTO EWR. WE TUNED IN PXT AND BOTH NAV UNITS DISPLAYED IDENTICAL BEARINGS. SOON THE NEEDLES CTRED AND CAPT TURNED THE AIRPLANE TO TRACK THE 046 DEGS PXT RADIAL. FEW MINS LATER, CTR TOLD US WE WERE OFF COURSE AND GAVE US A HDG TOWARD RBV. I THOUGHT OF THE POSSIBILITY OF PORTABLE ELECTRONIC DEVICE INTERFERENCE FROM A PAX IN THE CABIN. I ASKED THE CAPT IF HE FELT THIS WAS A POSSIBILITY AND SHOULD I CALL ONE OF THE FLT ATTENDANTS TO ASK IF ANYONE IS USING A PED. CAPT APPROVED THE INVESTIGATION. THE LEAD FLT ATTENDANT RPTED THE ONLY PAX USING A PED WAS IN FIRST CLASS SEAT 2C USING A LAP-TOP PORTABLE COMPUTER (COMPANY MANUFACTURER). WE ASKED THE LEAD IF SHE WOULD KINDLY ASK THE PAX TO TURN THE UNIT OFF FOR REMAINDER OF FLT. HE KINDLY DID AND WE DID NOT HAVE ANY FURTHER NAV DIFFICULTIES. I COMPLETED A PED INTERFERENCE RPT AND MAILED IT TO SAFETY ORGANIZATION.

Synopsis :

ACR MLG OBSERVED OFF COURSE BY ATC CTRLR DURING DEP. SUSPECT PAX USE OF PERSONAL ELECTRONIC DEVISE.

Time

Date : 199404

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : CHS

State Reference : SC

Altitude.MSL.Bound Lower : 10000

Altitude.MSL.Bound Upper : 37000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZJX

Make Model : Commercial Fixed Wing

Component / 1

Aircraft Component : Radio Altimeter

Aircraft Reference : X

Problem : Malfunctioning

Component / 2

Aircraft Component : VHF

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 6600

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 500

ASRS Report : 269992

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Radar

Person / 4

Function.Observation : Passenger

Events

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Flight Crew : Overcame Equipment Problem

Resolatory Action.Other : Unspecified

Narrative :

DURING CLBOUT ON FLT FROM JAX TO PHL, THE FO HAD AN OFF FLAG IN HIS RADAR ALTIMETER. AFTER LEVEL OFF, BOTH PLTS STARTED TO GET SOME STATIC IN THEIR HEADSETS. I, AS THE FO, ASKED THE A FA TO CHK FOR USE OF PERSONAL COMPUTERS AND CD'S. AT THIS TIME, WE HAD TWO PERSONAL COMPUTER IN USE AND POSSIBLY TWO CD PLAYERS. THE MAKES AND LOCATION OF THE COMPUTERS AND CD PLAYERS ARE AS FOLLOWS: SEAT 8C - CD, SEAT 8F - CD, SEAT 1A - PC, SEAT 5C - PC. WE ASKED THE A FA TO ASK THE PEOPLE WITH THE CD PLAYERS TO TURN THEM OFF. AFTER THEY TURNED THEM OFF, THE FLAG WENT OUT BUT CONTINUED TO COME ON INTERMITTENTLY. WE THOUGHT THE LAP TOP COMPUTERS MAY BE CAUSING IT TO BE INTERMITTENT IF TURNED ON AND OFF. WE HAD BOTH TURNED ON AND OFF WITH NO FLAG. BOTH WERE LEFT ON WITH NO FLAG APPEARING. IT APPEARS THAT THE FLAG CAME ON DUE STRICTLY FROM THE USE OF CD PLAYERS. THESE CD PLAYERS WERE BOTH ON WHEN THE FA INITIALLY CHKED, AND WE ASSUMED IT CAME ON INTERMITTENTLY BECAUSE ONE OF THE PAX TURNED IT BACK ON AFTER SHE ASK THEM TO TURN THEM OFF. WITH BOTH PCS ON, WE HAD THE PAX TURN ON THEIR CD'S ONE AT A TIME, SEAT 8F THEN 8C. THIS TIME NO FLAG. WE HAD 8F TURN HIS OFF. STILL NO FLAG. I FEEL THAT THE FLAG WAS ATTRIBUTED TO THE CD'S SINCE IT WENT OUT WHEN TURNED OFF.

Synopsis :

FLC RPTS EMI INTERFERENCE BEING PRESENT BY STATIC IN HEADSETS AND RADIO ALT FLAG DISPLAYED.

ACN: 274861

Time

Date : 199406

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : BZA

State Reference : CA

Altitude.MSL.Bound Lower : 33000

Altitude.MSL.Bound Upper : 33000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZLA

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 15000

Experience.Flight Time.Last 90 Days : 250

Experience.Flight Time.Type : 5000

ASRS Report : 274861

Person / 2

Function.Flight Crew : First Officer

Events

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Flight Crew : Overcame Equipment Problem

Narrative :

WHILE IN CRUISE FLT, NAVING BY VOR ON J2, WE NOTICED THAT THE COURSE DEV INDICATOR (CDI) WAS DEFLECTING ERRATICALLY. AS THIS OCCURRED THERE WAS NOT ANY ASSOCIATED OFF FLAG. THE DEVS WERE IN BOTH DIRECTIONS AND IN VARYING DEGS. THE ACFT WAS WITHIN 30 NM OF THE VOR, IN CLR AIR AND THERE WAS NOT ANY LIGHTNING WITHIN 50 NM. I ASKED A FLT ATTENDANT IF ANYONE WAS USING AN ELECTRONIC DEVICE ONBOARD. SHE RPTED THAT A FAMILY WAS PLAYING WITH 2 'GAMEBOYS' WHICH WERE CONNECTED BY A CORD. THEY WERE SEATED IN THE FIRST 2 ROWS OF THE CABIN. AFTER SHE RELAYED MY REQUEST TO TURN OFF THE DEVICES TO THE PAX THE DISTURBANCES CEASED. LATER SMALLER CDI DEVS OCCURRED AND WE FOUND 1 GAMEBOY IN USE, SEPARATELY, WITHOUT THE CONNECTING CORD ATTACHED. THE PAX WERE COOPERATIVE WHEN ASKED, THEN, TO TURN OFF AND PUT AWAY THE GAMEBOYS. AFTER THAT NO OTHER LIKE INCIDENTS WERE NOTED.

Synopsis :

FLC NOTED ERRATIC INDICATIONS ON THE COURSE DEV INDICATOR. WHEN ELECTRONIC GAMES IN THE CABIN WERE TURNED OFF THE ERRATIC INDICATIONS STOPPED.

Time

Date : 199407

Day : Wed

Place

Locale Reference.Airport : ORD

State Reference : IL

Altitude.MSL.Bound Lower : 4000

Altitude.MSL.Bound Upper : 4000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : ORD

Make Model : MD-80 Super 80

Component / 1

Aircraft Component : Autopilot

Aircraft Reference : X

Problem : Malfunctioning

Component / 2

Aircraft Component : Approach Coupler

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 277118

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Observation : Passenger

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Other Anomaly : Loss Of Aircraft Control

Independent Detector.Other.Flight CrewA : Unspecified

Resolutive Action.Flight Crew : Regained Aircraft Control

Resolutive Action.Flight Crew : Returned to Intended Course or Assigned Course

Narrative :

ON APCH TO ORD -- VFR CONDITIONS -- WE WERE AT 4000 FT HDG 090 DEGS AND CLRED TO INTERCEPT RWY 4R LOC. AUTOPLT WAS ARMED FOR INTERCEPT. AS THE COURSE CAME OFF THE WALL THE AUTOPLT SMOOTHLY STARTED TO INTERCEPT. ABRUPTLY, THE AIRPLANE ENTERED A 30 DEG BANK AND STARTED TO TURN AWAY FROM THE LOC. USING HDG SELECT, WE TURNED THE PLANE BACK TOWARDS THE LOC AND REARMED THE AUTOPLT FOR LOC INTERCEPT. AGAIN, THE AIRPLANE STARTED TO INTERCEPT THE COURSE AND THEN ABRUPTLY TURNED TO THE R, AWAY FROM THE LOC COURSE. THIS HAPPENED AGAIN A THIRD TIME. AUTOPLT WAS DISCONNECTED AND UNEVENTFUL VISUAL LNDG MADE. BOTH CAPT AND FO FLT DIRECTORS WERE CORRECTLY TUNED TO THE RWY 4R LOC FREQ AND THE AIRPLANE HAD NO MAINT HISTORY OF AUTOPLT PROBS. WE HAD A FULL LOAD OF PAX BUT, DUE TO THE PHASE OF FLT, WE DID NOT HAVE TIME TO INVESTIGATE THE CABIN FOR ELECTRONIC DEVICES. AFTER DEBRIEFING THE FLT ATTENDANTS AT THE GATE THEY INFORMED ME THE PAX IN 28D HAD A LARGE CELLULAR TELEPHONE THAT THEY SUSPECT HE WAS USING. THEY HAD REPEATEDLY TOLD HIM TO DISCONTINUE ITS USE DURING THE DSCNT. THIS INCIDENT MATCHES OTHER PUBLISHED RPTS OF ELECTRONIC INTERFERENCE -- AUTOPLT BANKING UNCOMMANDED AWAY FROM LOC COURSE.

Synopsis :

AUTOPLT ERRATIC DURING VISUAL APCH. PAX CELLULAR PHONE USE SUSPECTED.

Time

Date : 199408

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : OBK

State Reference : IL

Altitude.MSL.Bound Lower : 22000

Altitude.MSL.Bound Upper : 31000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZAU

Make Model : B727 Undifferentiated or Other Model

Component / 1

Aircraft Component : Compass (HSI/ETC)

Aircraft Reference : X

Problem : Design Deficiency

Problem : Malfunctioning

Component / 2

Aircraft Component : ILS/VOR

Aircraft Reference : X

Problem : Design Deficiency

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 8000

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 2000

ASRS Report : 280893

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Observation : Passenger

Person / 5

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : Unspecified

Independent Detector.Other.Flight CrewA : Unspecified

Resolutive Action.Flight Crew : Returned to Intended Course or Assigned Course

Resolutive Action.Aircraft : Equipment Problem Dissipated

Narrative :

CTR RPTD THAT WE WERE 15 DEGS L OF COURSE. BOTH OF THE HSI'S SHOWED US CTRED ON J-73. COURSE WAS NOT VERY STABLE BUT STILL INDICATED CTRED. PAX WAS USING A GAME BOY IN CABIN. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR REVEALED THAT HIS ACR DOES NOT REQUIRE AN IRREGULARITY RPT FILED ON THIS EMI INCIDENT, SORT OF LEFT UP TO THE CAPT'S DISCRETION. PIC NOTED THAT THE 'GAME BOY' ELECTRONIC GAME DID NOT HAVE A REMOTE FEATURE TO IT, THEREBY PLACING IT IN THE CATEGORY OF 'ACCEPTABLE' TYPE DEVICES TO BE OPERATED ON THE ACFT IN FLT. THE FLC DID NOT RUN A 'TEST' ON THE GAME. THE CAPT DID NOTE, HOWEVER, THAT THE OSCILLATIONS OF THE HSI'S NEEDLE DID STOP AFTER THE GAME WAS TURNED OFF. NO FURTHER PROBS.

Synopsis :

ARTCC RADAR CTLR ADVISES B-727 THAT THEY ARE 15 DEGS OFF THE AIRWAY IN THEIR CLB.

Time

Date : 199409
Day : Tue
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : CVG
State Reference : OH
Altitude.MSL.Bound Lower : 1450
Altitude.MSL.Bound Upper : 2500

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : CVG
Controlling Facilities.Tower : CVG
Make Model : B727 Undifferentiated or Other Model

Component / 1

Aircraft Component : ILS/VOR
Aircraft Reference : X
Problem : Malfunctioning

Component / 2

Aircraft Component : Positional / Directional Sensing
Aircraft Reference : X
Problem : Malfunctioning

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 6500
Experience.Flight Time.Last 90 Days : 220
Experience.Flight Time.Type : 3000
ASRS Report : 282415

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 10900
Experience.Flight Time.Last 90 Days : 130
Experience.Flight Time.Type : 6330
ASRS Report : 282127

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Approach

Person / 7

Function.Observation : Passenger

Person / 5

Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other Spatial Deviation : Track Or Heading Deviation
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Flight Crew : Overcame Equipment Problem
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Other : Controller Intervened
Consequence.FAA : Reviewed Incident With Flight Crew

Narrative :

DURING INITIAL PORTION OF ILS APCH TO RWY 36L AT CVG ON A HDG OF APPROX 005 DEGS WITH CDI CTRED. WE NOTED AN ACFT ON APCH TO RWY 36R (700 FT HIGHER) TO BE CLOSER THAN NORMAL. WITHIN SECONDS, WE RECEIVED A TA, LOC COURSE APCHING 2 DOTS L, AND APCH CTL GIVING US A VECTOR OF 350 DEGS TO REINTERCEPT. WE WERE LEVEL AT 2500 FT MSL WITH THE GS, APPROX 1 1/2 DOTS ABOVE (AND COMING DOWN. WE CONFIGURED AND FLEW APCH WITH SLIGHT CORRECTION TO MAINTAIN COURSE AND GS (LOC HAD BEEN POSITIVELY IDENTED PRIOR TO COURSE INTERCEPT). WHEN WE BROKE OUT AT APPROX 600 FT WITH LOC AND GS CTRED. WE APPEARED SLIGHTLY HIGH, THEN NOTED ERRATIC CDI AND GS SHOWED US 2 DOTS HIGH. WE WERE IN A SAFE POS TO LAND AND QUERIED THE TWR IF THE LOC WAS MONITORING. AFTER TAXI-IN, GND TOLD US NEXT 2 ACFT ON APCH TO RWY 36L WERE NORMAL WE ASKED FLT ATTENDANTS IF ANYONE WAS USING A COMPUTER. ONE FLT ATTENDANT SAID SHE ASKED A PERSON TO TURN OFF A GAME COMPUTER DURING THE APCH. DURING TAXIING HE CLAIMED HE TURNED IT OFF. WE MADE A WRITE-UP IN THE LOGBOOK. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR WAS ASKED IF HE HAD WRITTEN UP THE NAV RADIO PROBLEM IN THE LOGBOOK AND HAD HE FOLLOWED UP ON THE MAINT 'FIX.' THE REPLY WAS IN THE AFFIRMATIVE. MAINT HAD CHKED THE RADIOS AND FOUND THEM ERROR FREE. RPTR STILL FEELS THAT THE PAX WAS WORKING THE GAME OR COMPUTER AS THE CABIN ATTENDANT SAW HIS FINGERS 'WORKING THE KEYS' WHEN HE SAID HE HADN'T BEEN USING IT. RPTR STATED, IN REPLY TO THE RELATIVE QUESTION, THAT THE GS RECEIVER ANTENNA IS HALF WAY UP THE VERT STABILIZER ON THE 727. HE STILL FEELS THAT THIS WAS AN 'EMI' EVENT. SUPPLEMENTAL INFO FROM ACN 282127: 1 OF OUR FLT ATTENDANTS IN THE BACK SAID A PAX HAD BEEN USING A COMPUTER, BUT HE DENIED IT WAS ON DURING APCH.

Synopsis :

HDG TRACK POS DEV DURING IAP ILS APCH. POSSIBLE EMI NAV RADIO INTERFERENCE.

Time

Date : 199409
Day : Sat
Local Time Of Day : 1801 To 2400

Place

Locale Reference.ATC Facility : EWC
State Reference : PA
Altitude.MSL.Bound Lower : 33000
Altitude.MSL.Bound Upper : 33000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZOB
Make Model : MD-88

Component / 1

Aircraft Component : Compass (HSI/ETC)
Aircraft Reference : X
Problem : Malfunctioning

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 3600
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 1100
ASRS Report : 283859

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Observation : Passenger

Person / 5

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other Spatial Deviation : Track Or Heading Deviation
Independent Detector.Other.Flight CrewA : Unspecified
Resolutory Action.Flight Crew : Overcame Equipment Problem

Narrative :

TWICE WHILE IN CRUISE FLT GOT 15 DEG HDG SPLIT BTWN #1 AND #2 COMPASS SYS. UNABLE TO DETERMINE WHICH/BOTH SYS WAS AFFECTED. SPLIT LASTED APPROX 5 MINS. EACH TIME FLT ATTENDANT CONFIRMED A FIRST CLASS PAX WAS USING A LAPTOP COMPUTER. IT WAS A TOSHIBA MODEL 'SATELLITE 1960 CT.' WE ASKED PAX TO TURN IT OFF AND NO FURTHER HDG SPLITS OCCURRED. DUE TO FLT DUTIES WE WERE UNABLE TO FURTHER TEST/DIAGNOSE THE PROB. WE FLEW EXACT SAME ACFT FOR 2 MORE FLTS (5 1/2 HRS) WITH NO OTHER COMPASS SPLITS. THIS IS MY THIRD OCCURRENCE OF SUSPECTED PERSONAL ELECTRONIC DEVICE INTERFERENCE. EACH TIME ON THIS ACFT, MD-88, IT SEEMS TO PRODUCE A 15 DEG HDG SPLIT.

Synopsis :

EMI INTERFERENCE CAUSES A SPLIT BTWN THE ACFT'S COMPASS SYS IN FLT.

Time

Date : 199412

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DTW

State Reference : MI

Altitude.MSL.Bound Lower : 4000

Altitude.MSL.Bound Upper : 4000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : DTW

Make Model : DC-9 Undifferentiated or Other Model

Component / 1

Aircraft Component : ILS/VOR

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 16000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 8500

ASRS Report : 291646

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Other : Flight Crew Executed Missed Approach Or Go Around

Resolatory Action.Other : Unspecified

Narrative :

AFTER A ROUTINE SCHEDULED FLT FROM ORD TO DTW, WE WERE BEING VECTORED FOR AN ILS APCH TO RWY 21R AT DTW. THE ATIS GAVE THE WX AS 300 FT OVCST AND 1 MI VISIBILITY. AFTER INTERCEPTING THE LOC WE WERE CLRED FOR THE APCH. APPROX 12 MI OUT FROM THE RWY, THE FO'S GS AND LOC 'OFF' FLAGS CAME INTO VIEW (HE WAS THE PF). A FEW SECONDS LATER, MINE (CAPT'S) ALSO WENT OFF THE AIR (ILS LOC/GS). WE BOTH TRIED TO GET THE MORSE CODE IDENT. BUT BOTH NAV RECEIVERS SEEMED DEAD. WE ASKED APCH CTL TO TAKE US OFF THE APCH SO WE COULD CHK THE THING OUT. WHILE BEING VECTORED, BOTH OUR NAV RECEIVERS CAME BACK ON, ALSO WITH THE MORSE CODE IDENT. WE BOTH FIGURED THE GND SIGNAL HAD BEEN INTERRUPTED, EVEN THOUGH THE CTLR HAD SAID THAT HIS EQUIP WAS WORKING OK. WE ELECTED TO TRY ANOTHER APCH. AGAIN, JUST OUTSIDE THE OM BOTH OUR NAV RECEIVERS WENT OFF THE AIR. I ASKED TO BE VECTORED TO HOLDING, WHILE I CONTACTED OUR DISPATCHER. DURING THAT TIME I TRIED OTHER ILS FREQS, AND GOT THE SAME 'OFF' FLAGS AND NO IDENT. OCCASIONALLY, THEY WOULD COME BACK ON THE AIR BUT GO OFF. WE DECIDED TO DIVERT TO CLE WHERE THE WX WAS VFR. A NORMAL APCH AND LNDG WAS MADE THERE. WHERE THE ACFT WOULD REMAIN OVERNIGHT FOR MAINT. DURING OUR DILEMMA, I TOLD OUR LEAD FLT ATTENDANT OF OUR PROB, AND THAT WE WERE GOING TO CLE. SHE MADE A PA TO PAX TO TURN OFF ANY ELECTRONIC EQUIP IF IT WERE BEING USED. WE HAD NO FURTHER PROBS. I AM STILL BAFFLED ABOUT THIS, AS THE DC-9 USES 2 SEPARATE ILS NAV RECEIVERS. I AM STILL WONDERING IF A PAX DID HAVE SOME ELECTRONIC DEVICE ON AT THE TIME WE MADE OUR APCHS TO DTW.

Synopsis :

DURING 2 ILS APCH ATTEMPTS, BOTH LOC AND GS OFF FLAGS SHOWED JUST PRIOR TO THE OM AND THE IDENT COULD NOT BE HEARD ON BOTH THE FO AND CAPT'S RECEIVERS OF A DC-9 TYPE ACFT.

Time

Date : 199502
Day : Mon
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : STL
State Reference : MO
Altitude.AGL.Bound Lower : 400
Altitude.AGL.Bound Upper : 400

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : STL
Make Model : DC-9 30

Component / 1

Aircraft Component : ILS/VOR
Aircraft Reference : X
Problem : Malfunctioning

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 10500
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 7000
ASRS Report : 298104

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 6000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 2500
ASRS Report : 298105

Person / 3

Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Other Spatial Deviation : Track Or Heading Deviation
Independent Detector.Other.Flight CrewA : Unspecified
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Other : Flight Crew Executed Missed Approach Or Go Around
Resolatory Action.Other : Unspecified

Narrative :

AT THE TIME STL WAS USING RWY 30R FOR LNDG, AND TAKING OFF ON RWY 30L. PARALLEL APCHS WERE NOT BEING USED BECAUSE OF THE LOW CEILING. WE WERE CLRED FOR AN ILS APCH TO RWY 30 R WITH THE FO FLYING THE ACFT. IT IS COMMON FOR THE CAPT AND FO TO ALTERNATE LEGS, AND IT WAS HIS TURN. THE WX CONDITIONS WERE NOT BAD ENOUGH TO REQUIRE A MONITORED APCH: THEREFORE, THE FO WOULD FLY THE ENTIRE APCH AND LNDG. THE APCH WAS NORMAL UNTIL JUST INSIDE THE OM, AT WHICH POINT WE STARTED DRIFTING TO THE L. THE FO CORRECTED BACK TO THE LOC, BUT ON RETURNING TO THE ORIGINAL HDG WE DRIFTED VERY RAPIDLY TO THE L AGAIN. BY THIS TIME, SINCE WE WERE GETTING CLOSE TO MINIMUMS AND STILL IN THE CLOUDS, I HAD DECIDED THAT WE WOULD GAR. BEFORE I COULD VERBALIZE MY THOUGHTS THE FO SAID, 'WE HAD BETTER GAR,' (OR SOMETHING TO THAT EFFECT) AND I RESPONDED: 'GAR.' WHICH HE DID. STL VECTORED US AROUND FOR ANOTHER APCH AND WE LANDED ON RWY 30 R, WITHOUT INCIDENT. SUPPLEMENTAL INFO FROM ACN 298105: AS I PROCEEDED ALONG THE APCH, I STARTED TO DEV TO THE R (N) OF THE LOC. I BEGAN TO CORRECT TOWARDS THE LOC, AND IN SO DOING, RECAPTURED THE LOC. AT THIS POINT I BEGAN TO TRACK AWAY FROM THE LOC TO THE L (S) AT AN UNUSUALLY FAST RATE, EVEN GIVEN THE XWIND FROM THE R (350 DEGS AT 10 KTS AT A POINT BEFORE APCH MINIMUMS I ELECTED TO MAKE A MISSED APCH. THE LOC BEHAVED IN A MOST PECULIAR MANNER, IN ITS RATE OF MOVEMENT. WHETHER THIS ERRATIC LOC BEHAVIOR WAS A RESULT OF INTERNAL OR EXTERNAL NAV EQUIP FAILURE, CELLULAR PHONE USAGE, OR PLT INDUCED OSCILLATION, I CAN'T SAY, BUT SOMETHING WAS ODD, AND I BELIEVE A MISSED APCH WAS NECESSARY.

Synopsis :

AN ACR FLC EXPERIENCED DRIFT WHILE FAF INBOUND, ON AN ILS APCH. JUST PRIOR TO MINIMUMS, THE LOC RATE OF DEFLECTION CHANGE WAS SO SIGNIFICANT THAT A MISSED APCH WAS EXECUTED.

Time

Date : 199505

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : IAD

Locale Reference.ATC Facility : ESL

State Reference : WV

Altitude.MSL.Bound Lower : 13000

Altitude.MSL.Bound Upper : 13000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZDC

Controlling Facilities.TRACON : IAD

Make Model : MD-88

Component / 1

Aircraft Component : Attitude Indicator(Gyro/Horizon/ADI)

Aircraft Reference : X

Problem : Malfunctioning

Component / 2

Aircraft Component : Flight Director

Aircraft Reference : X

Problem : Malfunctioning

Component / 3

Aircraft Component : AHRS/ND

Aircraft Reference : X

Problem : Malfunctioning

Component / 4

Aircraft Component : Traffic Collision Avoidance System (TCAS)

Aircraft Reference : X

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 6200

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 1400

ASRS Report : 304080

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Person / 4

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Flight Crew : Returned to Intended Course or Assigned Course

Narrative :

THE FLT WAS PROCEEDING INTO DULLES ARPT ON THE JANSEN 1 ARR, DSNDING THROUGH 13000 FT TO AN ALT CLRNC OF 11000 FT. THE CAPT WAS FLYING THE ACFT WITH THE AUTOPLT ENGAGED, DFGC #1 IN USE, AUTOTHROTTLES ENGAGED, VNAV ENGAGED AND LNAV WAS COUPLED TO BOTH FLT DIRECTORS AND AUTOPLT. THE FMS WAS BEING USED FOR NAV ON THE ARR, AND BOTH VHF NAV RECEIVERS WERE TUNED TO THE ARMEL (113.7 FREQ) VOR. SUDDENLY THE CAPT'S ADI PRESENTATION DISAPPEARED, THE 'ATT FAIL' DISPLAYED IN THE CTR OF THE CRT DISPLAY, AND THE FLT DIRECTOR PITCH AND BANK STEERING BARS WERE CROSSED AND CTRED IN THE CTR OF THE DISPLAY. THE FO'S RDMI DISPLAYED ALL 3 RED 'OFF' WARNING FLAGS, AND THE FO'S NAV DISPLAY HAD 'HDG FAILURE' DISPLAYED IN THE TOP OF THE PRESENTATION. IN ADDITION, ON THE CAPT'S FMA PANEL, 'NO AUTOLAND' WAS STEADILY ILLUMINATED AND 'HORIZON' AND 'HDG' ABNORMAL LIGHTS WERE FLASHING. AT THE TIME OF THIS FAILURE, THE TCASII WAS OPERATING WITH NORMAL PRESENTATION ON THE RADAR SCOPE. HOWEVER, THE PRESENTATION DISAPPEARED AND THE AMBER CAUTIONS OF 'ATTITUDE' AND 'HDG' WERE STEADILY ILLUMINATED ON THE SCOPE FOR THE REMAINDER OF THE FLT. I WAS UNABLE TO CHANGE THE DESIRED COURSE DISPLAYED ON THE #1 VHF NAV RECEIVER (THE KNOB TURNED FREELY, BUT NO COURSE CHANGE ON THE LED'S COULD BE ACCOMPLISHED), ALTHOUGH THE FO'S VHF NAV PANEL FUNCTIONED PROPERLY. SWITCHING FROM THE #1 TO #2 DIGITAL FLT GUIDANCE COMPUTER HAD NO EFFECT ON ANY OF THE ABNORMAL PRESENTATIONS. ACFT CTL WAS TRANSFERRED TO THE FO, WHO FLEW THE REMAINDER OF THE ARR AND CONDUCTED A VISUAL APCH AND LNDG TO RWY 1L AT DULLES. NO MESSAGES WERE ILLUMINATED AT ANY TIME ON THE OVERHEAD ANNUNCIATOR PANEL, NOR WERE ANY STATUS LIGHTS DISPLAYED ON THE ADJACENT ADVISORY PANEL (IE, NEITHER THE #1 NOR #2 AHRS UNITS HAD REVERTED TO 'BASIC' MODE). WHEN IT BECAME APPARENT THAT WE WERE NOT GOING TO BE ABLE TO REGAIN THE #1 NAV/INST SYS, ATC (WASHINGTON APCH) WAS ADVISED OF OUR OPERATING STATUS, WHEREUPON THEY INFORMED US OF VISUAL APCH CONDITIONS STILL EXISTING AT DULLES. THE EFIS COMMAND SWITCH WAS POSITIONED TO 'BOTH ON 2,' RESTORING A NORMAL PFD PRESENTATION ON THE CAPT'S SIDE, ALBEIT A COPY OF THE DISPLAY ON THE FO'S SIDE. AFTER LNDG AT DULLES AND SHUTTING DOWN THE ENGS, NORMAL PRESENTATIONS RETURNED TO ALL DISPLAYS FOLLOWING THE AUTOMATIC ACCOMPLISHMENT OF THE PWR UP TEST ON ALL AUTOMATED FLT INST SYS, AND NO FURTHER PROBS WERE EXPERIENCED DURING SUBSEQUENT OPS. IT IS INTERESTING TO NOTE THAT AT THE TIME OF THE INITIAL FAILURE, THE FLC SUSPECTED POSSIBLE ELECTRONIC INTERFERENCE FROM AN ONBOARD SOURCE, AND REQUESTED THE FLT ATTENDANTS TO ENSURE THAT ALL PAX DISCONTINUE USE OF PERSONAL ELECTRONIC DEVICES. ON THE GND AT DULLES, I WAS TOLD BY LEAD FLT ATTENDANT THAT THERE WERE PROBABLY ABOUT 8 PERSONAL LAPTOP COMPUTERS BEING USED BY PAX THROUGHOUT THE CABIN -- AT THE TIME OF MY REQUEST IN THE AIR. I SUSPECT THAT THE ERRONEOUS INST DISPLAYS, AND THE ABSENCE OF WARNING MESSAGES, WERE DUE NOT TO ANY INHERENT EQUIP MALFUNCTION BUT RATHER INTERFERENCE FROM A SOURCE OUTSIDE THE COCKPIT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR SAID THAT HE WAS UNABLE TO BRING HIS DISPLAYS 'BACK UP' EVEN AFTER ALL OF THE LAPTOPS WERE SHUT OFF. THE DISPLAYS DID NOT BECOME FUNCTIONAL UNTIL AFTER THE POST- LNDG SELF TEST WAS (AUTOMATICALLY) COMPLETED. THE RPTR DOES NOT KNOW WHICH OF OR IF ALL OF THE LAPTOPS CAUSED THE ABNORMAL DISPLAYS. HE ALSO DOES NOT KNOW IF ANY OTHER ELECTRONIC DEVICES WERE IN USE AT THE TIME.

Synopsis :

ACFT EQUIP PROB -- ELECTRO MAGNETIC INTERFERENCE. INTERFERED WITH APCH PROCS. CAPTS EFIS DISPLAY LOST.

ACN: 304135

Time

Date : 199505

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LAS

Locale Reference.ATC Facility : BLD

State Reference : NV

Altitude.MSL.Bound Lower : 10000

Altitude.MSL.Bound Upper : 14000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZLA

Make Model : B737-200

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 7000

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 1500

ASRS Report : 304135

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Flight Crew : Overcame Equipment Problem

Narrative :

APCHING FUZZY INTXN WHILE INBOUND ON THE FUZZY 3 ARR INTO LAS, FO'S FLT INSTS, IE, HSI AND RMI COMPASS CARDS, SHOWED INDICATIONS OF POSSIBLE ELECTRONIC INTERFERENCE. THE FOLLOWING IS THE DETAILS OF THE OCCURRENCE: AUTOPLT 'B' IN CMD MODE WITH HDG SELECT MODE AND ALT HOLD MODE ENGAGED. JUST PRIOR TO REACHING FUZZY INTXN, ACFT MADE AN UNCOMMANDED 15 DEG L TURN. FLC CHKED AUTOPLT STATUS TO DETERMINE IF VOR LOC MODE WAS ARMED, IT WASN'T. ACFT BEGAN A R TURN TO ORIGINAL HDG WHEN FO INTERCEDED AND TURNED ACFT BACK TO THE L TO INTERCEPT BLD VOR 269 DEG RADIAL INBOUND. DSDNDING THROUGH APPROX 14000 FT, FO OBSERVED THAT BOTH HIS HSI AND RMI COMPASS CARDS WERE SLEWING PLUS OR MINUS 70 DEGS EITHER SIDE OF HDG SELECTED (089 DEGS). WITH AUTOPLT STILL IN CMD MODE, ACFT MADE SHALLOW BANKING MOTIONS AS IT INITIATED BOTH L AND R TURNS. ON NEXT OCCURRENCE, FO ENGAGED CWS MODE ON AUTOPLT TO ELIMINATE DUTCH ROLL CAUSED BY AUTOPLT ANOMALY. ON NEXT OCCURRENCE, WITH AUTOPLT IN CWS AND FO'S HSI AND RMI COMPASS CARDS RANDOMLY SLEWING L AND R OF HDG SELECTED, ACFT REMAINED ON DESIRED HDG. ON NEXT OCCURRENCE, IT WAS DETERMINED THAT NEITHER THE CAPT'S HSI OR RMI COMPASS CARDS WERE BEING AFFECTED. FLC SUSPECTED POSSIBLE ELECTRONIC INTERFERENCE. CAPT REQUESTED THAT FLT ATTENDANTS CHK CABIN TO SEE IF ANYONE WAS OPERATING A PORTABLE ELECTRONIC DEVICE. 1 PAX WAS FOUND TO BE OPERATING A PORTABLE COMPACT DISK PLAYER. FLT ATTENDANTS REQUESTED THAT THE PAX TURN OFF THE CD PLAYER. NO OTHER ANOMALIES WITH THE FO'S HSI OR RMI COMPASS CARDS WERE OBSERVED FOR THE REMAINDER OF THE FLT. GENERAL COMMENTS: NO WARNING FLAGS WERE OBSERVED DURING ANY PORTION OF THE OCCURRENCES. CAPT'S FLT INSTS WERE UNAFFECTED DURING OCCURRENCES. ALL OCCURRENCES OF SUSPECTED ELECTRONIC INTERFERENCE TO FO'S FLT INSTS TOOK PLACE BTWN TOP OF DSCNT AND 10000 FT AGL. NO MAKE ON MODEL OF CD PLAYER COULD BE DETERMINED. UNTIL SUCH TIME THAT CORRECTIVE MEASURES MISTAKEN BY INDUSTRY AND GOV TO RECTIFY POTENTIAL HAZARDS CAUSED BY ELECTRONIC INTERFERENCE, AIRLINE SHOULD GIVE CONSIDERATION TO HAVING PORTABLE ELECTRONIC DEVICES SHUT OFF AT TIME OF DEP. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT THE ACFT USED IN THIS INCIDENT WAS AN B737- 200. HE WAS RECOMMENDED TO THE COMPANY TO HAVE A PAX ANNOUNCEMENT EARLY IN THE DSCNT THAT WOULD ASK THAT ALL ELECTRONIC DEVICES BE STORED! HE HAS NOT BEEN GIVEN ANY FEED BACK OF HIS SUGGESTION OR WHAT IF ANYTHING HAS BEEN LEARNED ABOUT OTHER INCIDENTS AND INVESTIGATION OF THIS ONE. HE DOES KNOW THAT THIS INCIDENT WAS TURNED OVER TO THE COMPANY'S AVIONICS SHOP.

Synopsis :

MLG ELECTRONIC COMPASS INDICATORS GIVE ERRATIC INDICATIONS DURING DSCNT DUE TO POSSIBLE PAX OPERATED 'CD' PORTABLE PLAYER.

Time

Date : 199506

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : EWR

State Reference : NJ

Altitude.MSL.Bound Lower : 1218

Altitude.MSL.Bound Upper : 3000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : N90

Make Model : A300

Component / 1

Aircraft Component : ILS/VOR

Aircraft Reference : X

Problem : Malfunctioning

Component / 2

Aircraft Component : Attitude Indicator(Gyro/Horizon/ADI)

Aircraft Reference : X

Problem : Malfunctioning

Component / 3

Aircraft Component : Compass (HSI/ETC)

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 16000

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 3000

ASRS Report : 307150

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Observation : Passenger

Person / 6

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Flight Crew : Overcame Equipment Problem

Resolatory Action.Other : Unspecified

Narrative :

WE WERE ON APCH TO RWY 4R -- AUTOPLT #1 ENGAGED TO LOC. 10 MI OUTSIDE THE OM. LOC NEEDLE #1, ADI AND HSI WOULD PEG L OR R FOR 2 SECONDS THEN RETURN. #2 OPERATED NORMALLY CHKED WITH TWR AND OTHER ACFT ALL INDICATED NO PROBS WITH THE LOC. THE SO MADE A PA TO PAX TO DISCONTINUE USE OF COMPUTERS AND CELLULAR PHONES. BY THIS TIME WE WERE INSIDE MARKER AT 1200 FT AGL. NO FURTHER PROBS NOTED. WE WERE CLOSE TO A GAR DECISION. NO DEV FROM LOC GS AS WE SWITCHED TO #2. WE DID ALSO GET GS. FLAG SEVERAL TIMES ON #1 (INTERMITTENT). ALSO DISAPPEARED SOON AFTER PAX PA WAS MADE. I HAD THE SAME PROB APPROX 1 YR AGO ARRIVING INTO LAX ILS RWY 25. AS SOON AS AN ANNOUNCEMENT WAS MADE TO THE PAX TO DISCONTINUE CELLULAR PHONE AND COMPUTER USE THE PROB WAS SOLVED. NO OTHER ACFT OR TWR RPTED ANY PROBS WITH LOC GS. SUGGESTIONS: WE NEED TO OUTLAW CELLULAR PHONE ON ACFT TO PUBLICIZE TO MEDIA AND PUBLIC THE SAFETY PROB. TO DEVELOP A COCKPIT DETECTOR AND ALERT SYS FOR ELECTRONIC INTERFERENCE. TO FINE CULPRITS AND PUBLICIZE. FLT ATTENDANTS SEE AND KNOW PAX ARE TAKING THEIR PHONES INTO THE LAVATORIES TO USE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR WAS FLYING AN A300-B4 DURING BOTH OF HIS ENCOUNTERS WITH ELECTRO-MAGNETIC INTERFERENCE AND BOTH INCIDENTS WERE CAUSED BY CELLULAR PHONES WHILE FLYING AN ILS. IN THIS CASE THE ILS, THE ADI AND THE HSI SHOWED FULL CASE DEFLECTIONS WHEN OPERATING ON THE #1 SYS. THE #2 SYS SHOWED NO PROBS, BUT WAS NOT SWITCHED ON UNTIL ABOUT THE SAME TIME AS THE ANNOUNCEMENT TO DISCONTINUE CELLULAR PHONE AND COMPUTER USE. THE YR EARLIER EVENT AT LAX WAS ALMOST IDENTICAL EXCEPT THE WX WAS BETTER.

Synopsis :

INTERFERING XMITTER -- THE FLC ATTEMPTING TO CONDUCT AN IMC ILS ENCOUNTERS ELECTROMAGNETIC INTERFERENCE FROM A CELLULAR PHONE.

Time

Date : 199506
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : DSM
State Reference : IA
Altitude.MSL.Bound Lower : 31500
Altitude.MSL.Bound Upper : 33000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZMP
Make Model : B757-200

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 21000
Experience.Flight Time.Last 90 Days : 70
Experience.Flight Time.Type : 2200
ASRS Report : 308077

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 9850
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Type : 1700
ASRS Report : 308117

Person / 3

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Independent Detector.Other.Flight CrewA : Unspecified
Resolatory Action.Flight Crew : Overcame Equipment Problem
Resolatory Action.Flight Crew : Returned to Intended Course or Assigned Course
Resolatory Action.Other : Unspecified
Consequence.FAA : Reviewed Incident With Flight Crew

Narrative :

IN CRUISE AT FL330, IN AND OUT OF CLOUD TOPS IN OCCASIONAL LIGHT TURB, OUR 757 PITCHED NOSE DOWN AND BEGAN A DSCNT. BOTH THE COPLT AND I GRABBED THE YOKE. THE ALT ALERT WARNING WENT OFF (300 FT BELOW 330). I DISCONNECTED THE AUTOPLT. THE PLANE WAS OUT OF TRIM NOSE DOWN. I SAW THE SPDBRAKE LEVER EXTENDED 3/4 FULL, CYCLING BTWN HALF AND 3/4 EXTENSION. I GRABBED THE LEVER AND PUSHED TOWARD RETRACT. THERE WAS RESISTANCE. IT WANTED TO EXTEND. FINALLY THE LEVER STAYED STOWED AND AIRSPD INCREASED MOMENTARILY TO HIGH SPD BUFFET, BUT NO OVERSPD OCCURRED. AT FL315 WE REGAINED FULL CTL WITH ELECTRIC YOKE TRIM AND BEGAN CLB BACK TO FL330. WE ADVISED ATC OF INCIDENT. AT FL330 WE TRIED TO ASSESS THE PROB. NO LOGIC FOR THE INCIDENT WAS REASONABLE, BUT IT ALL OCCURRED IN RAPID SUCCESSION. WE NOTIFIED ACR SYS MAINT BY RADIO AND THEY HAD NO HISTORY OF A SIMILAR PROB ON THE ACFT. THEY NOTIFIED OUR MAINT AT OUR DEST. FLT ATTENDANTS NOTED NO INJURIES TO ANYONE, BUT FOOD AND DRINKS WERE SPILLED -- PROBABLY AT ONSET OF DSCNT. AT DEST PLANE WAS HAND FLOWN TO MANUAL SPDBRAKE LNDG TO AVOID ANY RECURRENCE OF AUTO EXTENSION AT LOW ALT. EXITING RWY, SPDBRAKE LEVER WAS MANUALLY RETRACTED AND MADE A NOISY THUMP AS IT PASSED THE AUTO ARMED DETENT. I SHOWED THIS TO THE MECH AT THE GATE. UNTIL THE INCIDENT, THE FLT WAS NORMAL. THERE WAS NO TKOF WARNING, AND SPDBRAKES HAD NOT BEEN USED TO THAT POINT. CREW RESPONSE WAS RAPID, AND COPLT'S ASSISTANCE WAS VERY HELPFUL. I HAVE NO LOGICAL EXPLANATION FOR THIS PROB, SINCE SYS ARE DESIGNED TO PREVENT SUCH AN OCCURRENCE. WE PULLED THE AUTO SPDBRAKE CIRCUIT BREAKER AND GOT AN AMBER AUTO SPDBRAKE INOP WARNING (NORMAL). RESETTNG THE CIRCUIT BREAKER, THE WARNING WENT OUT (NORMAL). CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE CAPT SAID THAT MAINT CHANGED PART OF THE SPDBRAKE MECHANISM, BUT NOBODY SEEMS TO KNOW EXACTLY WHAT CAUSED THE INITIAL PART OF THE PROB. HE NOW KNOWS THAT THE AUTOPLT WAS TRIMMING NOSE DOWN TO COUNTERACT THE NORMAL PITCHUP MOMENT OF THE SPDBRAKE DEPLOYMENT, BUT SOME PEOPLE SPECULATED THAT SINCE THE SPDBRAKES ARE FLY-BY-WIRE PERHAPS ELECTRO MAGNETIC INTERFERENCE CAUSED DEPLOYMENT. HE FEELS THAT THE RECOVERY WAS AIDED BY THE USE OF ELECTRIC TRIM AS WELL AS FORCING THE SPDBRAKES DOWN. THE CAPT SAID THAT THIS IS THE FIRST UNUSUAL EVENT THAT HE HAS HAD WITH THE B757-200 AND SINCE THIS OCCURRENCE HE HAS FLOWN THIS ACFT SEVERAL TIMES. HE DOES NOT THINK THAT THERE WAS ANY WAKE TURB ASSOCIATED WITH THIS EVENT. CALLBACK CONVERSATION WITH RPTR ACN 308117 REVEALED THE FOLLOWING INFO: THIS CALLBACK WAS IN CONJUNCTION WITH MULTI-ENGINE TURBOJET INCIDENT CALLBACK QUESTIONNAIRE. THE AUTOPLT DISCONNECTED AUTOMATICALLY BECAUSE OF PROTECTIVE ACFT SYSTEMS. THE RECOVERY MANEUVER WAS SMOOTH AND THE EVENT NOT NOTICED BY PAX. RPTR SUBSCRIBES HIGHLY TO UNUSUAL ATTITUDE TRNG.

Synopsis :

ACFT EQUIP PROB -- THE SPDBRAKES AUTO-DEPLOYED DURING CRUISE ON THIS ACR AND IT LOST 1500 FT IN THE RECOVERY.

Time

Date : 199507

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : RIC

State Reference : VA

Altitude.MSL.Bound Lower : 20500

Altitude.MSL.Bound Upper : 20500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZDC

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 14000

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 2500

ASRS Report : 311798

Person / 2

Function.Flight Crew : First Officer

Events

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.None Taken : Unable

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative :

DURING DSCNT INTO RIC SEVERAL FLT INSTS FAILED, BUT NOT IN A LOGICAL MANNER OR SEQUENCE. PART OF THE CAPT'S INSTS DID NOT FUNCTION BUT MOST OF THE FO'S WERE FAILED AND SEEMED NOT TO BE DIRECTLY RELATED TO WHAT WAS LOST ON CAPT'S SIDE. THE INCIDENT BEGAN WITH ALTERNATING FLASHING AMBER 'HDG' AND 'HORIZON' LIGHTS FOLLOWED SHORTLY BY THE LOSS OF AUTOPLT AND AUTOTHROTTLES. UNTIL CREW ACTION WAS TAKEN TO RE-SELECT FLT DIRECTOR AND EFIS SWITCHES, THE CAPT HAD NO FLT DIRECTOR BARS OR RMDI. THE FO HAD NO PRIMARY FLT DISPLAY AT ALL, BUT STILL HAD FLT DIRECTOR BARS IN VIEW. WE LANDED VMC WITH NO FURTHER INCIDENTS, BUT EVERYTHING RETURNED TO NORMAL AFTER LNDG. I NOW WISH I HAD THOUGHT TO HAVE THE CABIN CHKED FOR ANY ELECTRONIC DEVICES IN USE BECAUSE NO ONE CAN OTHERWISE EXPLAIN THE TYPE OF FAILURES WE SAW. WE NEED MUCH MORE PUBLIC AWARENESS OF THE DANGERS IN TURNING ON RADIOS, CELLULAR PHONES, ETC. ABOARD MODERN GLASS-COCKPIT ACFT.

Synopsis :

TEMPORARY LOSS OF FLT INSTS.

Time

Date : 199510
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : ZOB
State Reference : OH
Altitude.MSL.Bound Lower : 15000
Altitude.MSL.Bound Upper : 27000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZOB
Make Model : DC-9 50

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 10000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 1500
ASRS Report : 318607

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 17000
Experience.Flight Time.Last 90 Days : 160
Experience.Flight Time.Type : 160
ASRS Report : 318606

Person / 3

Function.Observation : Passenger

Person / 4

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Altitude Deviation : Undershoot
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : Unspecified
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Other : Controller Intervened
Resolatory Action.Other : Unspecified

Narrative :

FLT WAS UNEVENTFUL THROUGH APPROX 15000 FT, FLYING THE GENEVA 2 DEP FROM DTW TO DCA, RECEIVING BOTH DXO (113.4) AND YQG (113.8) VORS NORMALLY. WHEN CHANGING TO THE ACO (114.4) VOR NEITHER THE CAPT OR FO NAVAIID, RECEIVED THE VOR SIGNAL PROPERLY, 58 DME FROM THE STATION. BOTH VOR'S NAVAIID GIVING ABNORMAL INDICATIONS OF HAVING AN OCCASIONAL INTERMITTENT RED FLAG, WITH A VOR BEARING PLUS OR MINUS 20-30 DEGS, EITHER SIDE OF THE APPROX COURSE, WITH THE CDI NEEDLE MOVING BACK AND FORTH ACROSS THE INST CASE SLOWLY, THE IDENT SIGNAL WAS AUDIBLE BUT HAD INTERFERENCE, BOTH VOR'S NAVAIID HAD SAME INDICATIONS. BOTH DME'S WORKED NORMALLY. STILL CLBING TO ASSIGNED ALT OF FL270. ASKED ZOB FOR A HDG DIRECT NEXT FIX OF AIR (117.1) VOR. WE WERE GIVEN A HDG UNTIL RECEIVING AIR (117.1) VOR, THE SAME ABNORMAL INSTRUMENTATION OCCURRED ON BOTH CAPT'S AND FO'S VOR, THE DME WORKED NORMALLY ON BOTH SIDES AND SHOWED APPROX 125 DME FROM AIR (117.1) VOR. ZOB ADVISED US THEY HAD NO RPTED PROBS WITH AIR (117.1) VOR. WHILE MAINTAINING THE ASSIGNED HDG WE CHKD THE OTHER LCL VORS AROUND OUR POS AND FOUND THAT WE GOT THE SAME ABNORMAL INST INDICATIONS ON THE CAPT'S AND FO'S SIDE. SENSING THAT OUR PROB WAS POSSIBLY CAUSED BY AN ELECTRONIC DEVICE OPERATED BY A PAX ON BOARD, THE LEAD FLT ATTENDANT WAS INSTRUCTED TO CHK THE TYPES OF ELECTRONIC EQUIP BEING OPERATED BY THE PAX. THE FLT ATTENDANT RETURNED AND ADVISED US THAT SHE SAW ONE PAX OPERATING A 'SONY MAGIC LINK, PIC 1000.' THIS DEVICE WAS NOT PLUGGED INTO THE ACFT'S ONBOARD PHONE SYS, BUT WAS BEING OPERATED BY ITSELF WITH ITS OWN BATTERIES. HE WAS ASKED TO PLEASE TURN IT OFF AND PUT IT AWAY. BY THE TIME THE FLT ATTENDANT HAD RETURNED TO THE COCKPIT, BOTH VORS HAD RETURNED TO OPERATING NORMALLY. AFTER A SHORT PERIOD OF NORMAL OPS AT CRUISE ALT OF FL270, ENRTE TO ESL (110.8) VOR, BOTH VORS WERE INTERMITTENTLY STARTING TO ACT UP AND SHOW THE SAME ABNORMAL INSTRUMENTATION, -- BRIEFLY, THEN WOULD RETURN TO NORMAL FOR A LONGER PERIOD OF TIME, THEN BACK TOABNORMAL. IT WAS AS THOUGH A PAX WAS USING AN ELECTRONIC DEVICE FOR 1-3 MINS CAUSING THE INTERFERENCE, THEN TURNING THE DEVICE OFF FOR SHORT DURATION, THEN REUSING IT AGAIN. KEY NOTE YOU COULD TELL WHEN YOU HAD THE ABNORMAL INSTRUMENTATION BY LISTENING TO THE IDENT AND HEARING THE INTERFERENCE BUT WOULD STILL HEAR THE IDENT WEAKLY. NOTE YOU WOULD NOT ALWAYS HAVE A RED FLAG, BUT THE VOR NEEDLE WOULD APPEAR TO BE SCALLOPING L AND R OF COURSE. I CALL THIS SEMI-ABNORMAL INSTRUMENTATION DURING THE TIME YOU WOULD HAVE NO RED FLAG ON THE INST, BUT THE VOR'S NEEDLES WOULD BE FLUCTUATING L AND R, AND COULD HEAR THE IDENT WEAKLY WITH INTERFERENCE. DURING THIS TIME OF SEMI-ABNORMAL INSTRUMENTATION WE WERE AT FL270, 15 MI W OF ESL (110.8) VOR ON THE BUCKO 4 ARR TO DCA. ZDC ASKED US WHEN WE WERE GOING TO START OUR DSCNT. WE ADVISED ZDC WE HAD BEEN GIVEN NO DSCNT, WHAT WOULD THEY LIKE US TO DO? WE WERE ADVISED TO START DOWN TO 15000 FT AND WE COMPLIED WITH THE REQUEST. EVERYTHING APPEARED TO BE NORMAL AND WE ARE NOW ENRTE TO AML (113.5) VOR AT AN ALT OF 11000 FT APPROX 33 MI OUT OF AML (113.5) VOR AT TRIXY WITH ANOTHER BRIEF ENCOUNTER WITH SEMI-ABNORMAL INSTRUMENTATION WHICH RESULTED IN ME STARTING MY TURN LATE INTERCEPTING THE AML (113.5) VOR 300 DEG RADIAL. AT 10 MI W OF AML (113.5) VOR WE WERE ASKED IF WE ARE GOING TO MAKE THE 8000 FT ALT AT AML (113.5) VOR, WE ADVISED ZDC WE NEVER GOT AN ALT CLRNC. WE THEN WERE GIVEN A R TURN FOR SPACING, THEN TOLD TO DSND TO 8000 FT AND COMPLIED. THERE IS A GOOD POSSIBILITY THAT THE INTERFERENCE AFFECTED VHF COMS AS WELL AS THE VOR NAV SINCE ATC HAD ATTEMPTED COM TWICE WITH AN ALT CLRNC, AT DIFFERENT TIMES AND NEITHER THE CAPT OR MYSELF HEARD THE DSCNT CLRNCs. CONCLUSION: SUSPECT THAT THE ACFT NAV VOR AND/OR COM RADIOS WERE INTERFERED WITH BY SOME SOURCE, MOST LIKELY AN ELECTRONIC DEVICE SUCH AS A CELL PHONE, PAGER, ETC, BEING USED BY A PAX. SUPPLEMENTAL INFO FROM ACN 318606: WHEN FLYING THE SAME ACFT THE NEXT DAY BOTH NAV RADIOS OPERATED NORMALLY.

Synopsis :

NAV AND COM RADIO PROB, SUSPECTED EMI FROM PAX'S USE OF PORTABLE TELEPHONE.

Time

Date : 199511

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PIT

State Reference : PA

Altitude.AGL.Bound Lower : 100

Altitude.AGL.Bound Upper : 1000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.Tower : PIT

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 15000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 1600

ASRS Report : 321746

Person / 2

Function.Flight Crew : First Officer

Events

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Flight Crew : Returned to Intended Course or Assigned Course

Narrative :

WHILE DOING A COUPLED AUTOPLT APCH WITH 3 AUTOPLTS ENGAGED, BOTH PLTS NOTICED AT 1 1/2 MI FROM ARPT THAT WE WERE LINED UP L. CHKED ALL 3 NAV LOCS FOR DEVS AND ALL WERE CTRED. AT 100 FT AGL, I DISCONNECTED AUTOPLTS BECAUSE WE WOULD HAVE LANDED TO THE L OF THE RWY. ALL 3 LOCS WERE CTRED, NO FLAGS, AND LAND 3 ON ASA WAS DISPLAYED. WROTE UP PROB IN LOGBOOK AND ILS SYS CHKED GOOD -- NO FURTHER WRITE-UPS. I WAS TOLD THIS MAY BE A CLASSIC SIT OF INTERFERENCE FROM A CELLULAR TELEPHONE OR COMPUTER. HAD THIS BEEN A CAT III WITH 50 FT ALERT HT IN 300 OR 600 FT RVR, WE WOULD BE DEAD. CALL IF YOU LIKE, AND GOOD LUCK. RECOMMENDATIONS: WHEN I BRIEF MY FLT ATTENDANTS I MAKE SURE THAT THEY REALLY CHK FOR TELEPHONE USE AND COMPUTER USE BELOW 10000 FT, BUT PAX WILL STILL DO WHAT THEY WANT.

Synopsis :

COUPLED APCH, ALL AUTOPLTS ENGAGED, ALL LOCS CTRED. DISCONNECTED AT 100 FT BECAUSE ACFT WOULD HAVE LANDED TO THE L OF RWY. INTERFERENCE FROM CELLULAR PHONE OR COMPUTER ON BOARD THE ACFT IS SUSPECTED BY RPTR.

Time

Date : 199610
Day : Wed
Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : SBV
State Reference : VA
Altitude.MSL.Bound Lower : 10000
Altitude.MSL.Bound Upper : 10000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZDC
Make Model : Fokker 100

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 351491

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 8000
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Type : 1400
ASRS Report : 351637

Person / 3

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Other Spatial Deviation : Track Or Heading Deviation
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : Unspecified
Independent Detector.Other.Flight CrewA : Unspecified
Resolatory Action.Flight Crew : Returned to Intended Course or Assigned Course
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Other : Controller Intervened

Narrative :

I WAS OCCUPYING THE R SEAT OF ACR FLT KK FROM PBI TO RDU. OUR CLRNK INTO RDU WAS AN AR RTE, ILM AND THE BRADE ARR TO RDU. WE WERE FLYING AN FK100 (BBB) AND ALMOST SIMULTANEOUSLY AS WE OBSERVED THAT OUR FMS'S HAD GONE INDEPENDENT OF ONE ANOTHER AND THUS NECESSITATED OUR 'HARD-TUNING' OF VORS TO FIX OUR POS EXACT, ZDC QUERIED US AS TO OUR CLRNK AND SUBSEQUENTLY ISSUED VECTORS (TO THE L) WHILE STATING THAT WE WERE N OF COURSE. WE COMPLIED AND AFTER LNDG WITHOUT INCIDENT I SUMMONED MAINT TO MEET US. WE DISCUSSED THE ABOVE, CHKED THE FMS'S AT THE GATE AND FOUND THEM TO BE ALMOST '20 MI IN ERROR.' MAINT 'RESET' THE IRS'S, THEY GND CHKED OK AND I PHYSICALLY INFORMED THE NEW, ONCOMING CAPT AS TO OUR PLIGHT. AGAIN, I AM BRINGING THIS TO YOUR ATTN BY HARD COPY ON AN UNAUTH FORM AND ANY RECEIPT YOU WISH TO SEND ME OF THIS RPT WILL BE SUITABLE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR COULD NOT UNDERSTAND HOW THEY GOT SO FAR OFF COURSE. FMS SHOWED 20 MI XTRACK ERROR AT THE LNDG GATE. IRS WAS RESET, CAPT INFORMED NEW CAPT COMING ON BOARD, AND THE ACFT FLEW 3 MORE LEGS THAT EVENING WITH NO FAULTS. THIS SAME CAPT FLEW THE ACFT THE NEXT DAY AND THERE WERE NO PROBS WITH THE IRS OR FMS. THE NAV UNITS WERE NEVER REPLACED, NO OTHER DEVS WERE RPTED AFTER THIS INCIDENT. SUPPLEMENTAL INFO FROM ACN 351637: WHILE FLYING S BOSTON ARR TO RDU WE WERE GIVEN THE USUAL 250 KT SPD RESTR AT ALDAN INTXN (SBV 172 DEG RADIAL, 17 NM). I ROUTINELY INPUT THE CONSTRAINT AND MONITORED THE ACFT'S FMS PROFILE DSCNT, ARRIVING AT ALDAN AT PRECISELY 250 KTS. A FEW MOMENTS LATER, RDU APCH QUERIED WHAT OUR SPD WAS AND WE STATED, '250 KTS.' THEY THEN QUERIED, 'WERE YOU GIVEN 250 KTS AT ALDAN?' TO WHICH WE RESPONDED YES. I SUSPECTED SOMETHING WAS WRONG BUT DID NOT KNOW WHAT. IT IS ALSO IMPORTANT TO NOTE THAT AS A PLT I RELIGIOUSLY CHK THE IRU DRIFT AND FMS LATITUDE/LONGITUDE -- UPDATING WHENEVER I FEEL IT IS BEYOND ACCEPTABLE LIMITS. OUR COMPANY AND THE FMS MANUFACTURER, HONEYWELL, STATE THAT 3.5 NM DRIFT AND 15 KTS IS THE MAX ALLOWABLE SHIFT ACCEPTABLE FOR FLT. I PERSONALLY UPDATE ANY POS EXCEEDING 0.5 TO 0.7 NM. IT'S JUST A 'THING' I HAVE. I RARELY EVER SEE A PRECESSION OR DRIFT OF THE IRUS NEARING THIS AMOUNT AND IN THE 2 YRS I HAVE BEEN OPERATING THIS PARTICULAR FMS UNIT, HAVE NEVER SEEN DRIFT EXCEEDING THE COMPANY/HONEYWELL TOLERANCE OF 3.5 NM. AS USUAL, WHEN ARRIVING AT THE GATE AT RDU, I CHKED THE IRU DRIFT AND LATITUDE/LONGITUDE AND WAS SURPRISED TO SEE 6.4 MI. IF THE FMS DSCNT WAS PREDICATED ON SLOWING THE ACFT TO 250 KTS BY ALDAN, IT WAS MISCALCULATING THE DSCNT PROFILE TO SOME POINT PERHAPS NOT ANYWHERE NEAR ALDAN. THIS MAY HAVE BEEN EXACERBATED BY A WIND COMPONENT I NOTED OF 285 DEGS 79 KTS AT 10000 FT. SINCE ATC ONLY ASKED ME TO CONFIRM MY SPD I HAVE NO WAY OF KNOWING IF INDEED THE XING RESTR WAS OF CONCERN. BUT I BELIEVE IT IS SIGNIFICANT BECAUSE OF THE ERRORS WHICH SHOWED UP DURING MY LITTLE POSTFLT IRU CHK. THESE ERRORS ARE ATYPICAL. IN ADDITION TO AVIATION I AM TRAINED IN ELECTRONICS AND HAVE CONSIDERABLE RF EXPERIENCE. I CANNOT HELP FEELING THAT THE INORDINATE DRIFT COULD HAVE BEEN THE RESULT OF SPURIOUS RF INPUT SUCH AS THAT GENERATED BY A PAX LAPTOP COMPUTER OR THE MIXING OF 2 GND-BASED XMITTING SIGNALS THAT INTERFERED WITH THE FMS UPDATING SEQUENCE. IT IS MY HOPE THAT CONTINUING RESEARCH IS BEING DONE INTO THE POTENTIAL HAZARDS I BELIEVE EXIST DUE TO RF GENERATING DEVICES AND FMS SYS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR HAS A BACKGND IN ELECTRONICS AND IS CONVINCED THAT SOME INTERFERENCE WAS ON BOARD THE ACFT TO CAUSE THE TRACKING ERROR. HE FELT A LAPTOP COMPUTER, CD PLAYER, OR COMPUTER GAME COULD BE THE CAUSE OF THE NAV PROB. HE WENT ON TO FLY THIS SAME ACFT ANOTHER 3 LEGS THAT EVENING WITH NO OTHER PROBS WITH THE IRS OR FMC. BECAUSE THERE WERE NO OTHER PROBS, HE SURMISES THAT IT WAS A LCL PROB CAUSED BY A RADIO FREQ GENERATOR, SUCH AS THOSE LISTED ABOVE.

Synopsis :

FK100 FLIES OFF COURSE DUE TO DRIFTING FMS.

ACN: 354180

Time

Date : 199611

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : DFW

State Reference : TX

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : DFW

Make Model : MD-80 Super 80

Component / 1

Aircraft Component : Positional / Directional Sensing

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 354180

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Observation : Passenger

Person / 4

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Independent Detector.Other.ControllerA : Unspecified

Independent Detector.Other.Flight CrewA : Unspecified

Resolutive Action.Flight Crew : Overcame Equipment Problem

Resolutive Action.Flight Crew : Returned to Intended Course or Assigned Course

Resolutive Action.Other : Unspecified

Narrative :

BONHAM 1 ARR. AFTER PASSING BYP WE TURNED TO INTERCEPT THE DFW 037 DEG RADIAL AND WERE GIVEN A CLRNC TO TURN TO A HDG OF 250 DEGS AT LEMYN. I HAD DIFFICULTY IN CTRING THE HSI EVEN WITH A GENEROUS INTERCEPT ANGLE. I CHKD MY INSTS AGAINST THE FO'S AND NOTICED AN 8 DEG NEEDLE AND HSI SPLIT. AS WE WATCHED THE SPLIT INCREASE TO ABOUT 15 DEGS FAIRLY RAPIDLY, I BALLPARKED THE DIFFERENCE BTWN THE 2 NEEDLES AND CALLED THE #1 FLT ATTENDANT AND TOLD HIM TO CHK THE CABIN FOR SOMEONE USING ELECTRONIC EQUIP. ABOUT THAT TIME CTR ASKED IF WE HAD TURNED TO A 250 DEG HDG A LITTLE EARLY. WE SAID NO, AND I HEDGED BACK A LITTLE BIT MORE TO THE L. THEN THE DISCREPANCIES DISAPPEARED AND THE FLT ATTENDANT CALLED TO SAY THAT HE FOUND SOMEONE USING ELECTRONIC EQUIP AND THAT IT WAS NOW SECURED. RADIAL WAS INTERCEPTED AND REMAINDER OF APCH WAS UNEVENTFUL. DEV OFF OF THE RADIAL WAS NOT SIGNIFICANT BUT WAS NOTICEABLE BY APCH CTL. I DID NOT FIND OUT WHAT TYPE OF ELECTRONIC EQUIP WAS BEING USED. IT WAS BY FAR THE LARGEST AND MOST NOTICEABLE INTERFERENCE I HAVE SEEN TO DATE.

Synopsis :

SUPER MD80 ON BONHAM 1 STAR DFW NOTED DISCREPANCY OF 8 DEG BTWN CAPT AND FO HSI, INCREASING TO 15 DEG. CTLR QUESTIONED HDG AT ABOUT THE SAME TIME THE ERROR CEASED.

Time

Date : 199701

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : EUG

State Reference : OR

Altitude.MSL.Bound Lower : 24000

Altitude.MSL.Bound Upper : 33000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZSE

Make Model : Regional Jet C165

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 9800

Experience.Flight Time.Last 90 Days : 210

Experience.Flight Time.Type : 1100

ASRS Report : 358501

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Person / 4

Function.Observation : Passenger

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Independent Detector.Other.Flight CrewA : Unspecified

Resolutory Action.Flight Crew : Overcame Equipment Problem

Narrative :

FLT FROM SLC TO EUG BEGAN AS JUST ANOTHER ROUTINE FLT. BEGINNING WITH THE PUSHBACK, TKOF, AND CLBOUT, THE FLT WAS PROGRESSING NORMALLY. ONCE WE CLBED THROUGH 10000 FT, THE FO PERFORMED THE APPROPRIATE CHKLIST AND NOTIFIED THE FLT ATTENDANT THAT IT WAS SAFE TO BEGIN CABIN SVC. THE FLT ATTENDANT NORMALLY MAKES HER CABIN BRIEFING INFORMING THE PAX THAT THE USE OF PORTABLE ELECTRONIC DEVICES IS NOW ALLOWED. ROUGHLY 5-10 MINS LATER, WE OBSERVED A CAUTION MESSAGE ON OUR EICAS DISPLAY INDICATING AN 'EFIS COMP MON.' THIS PARTICULAR MESSAGE IS DISPLAYED ANY TIME THERE IS DISAGREEMENT BTWN THE CAPT'S AND THE FO'S FLT INSTS. IN THIS CASE WE HAD A DISAGREEMENT OF HDG INDICATORS. AFTER FOLLOWING OUR QRH, THE MESSAGE STILL REMAINED. AFTER XCHKING THE STANDBY INSTS, IT WAS DETERMINED THAT THE FO'S HDG WAS THE MOST ACCURATE. THE QRH NOW DIRECTS THE CREW TO SELECT ATTITUDE AND HDG #1 OR #2 ON THE SOURCE SELECT PANEL, WHICHEVER HAS BEEN DETERMINED TO BE MORE ACCURATE. WX CONDITIONS AT THE TIME WAS SMOOTH AIR AND ON TOP OF AN OVCST. FINALLY WE REACH OUR FINAL ALT OF FL330 AND FOR THE NEXT HR THE FLT WAS UNEVENTFUL. SOMEWHERE AROUND 150 MI E OF EUG, ZSE GAVE US A PLT'S DISCRETION DSCNT TO FL240. I ELECTED TO BEGIN THE DSCNT TO TRY TO GET OUT OF THE STRONG HEADWINDS WE'D BEEN FIGHTING MOST OF THE WAY. AS THE ACFT APCHED THE DSCNT PROFILE SPD OF 320 KTS, THE EICAS DISPLAYED ANOTHER 'EFIS COMP MON' CAUTION MESSAGE. THIS TIME THE PROB WAS WITH A DIFFERENCE IN OUR AIRSPD INDICATORS. MINE WAS READING 310 KTS AND THE FO'S WAS READING 320 KTS. I AGAIN HAD THE FO REFER TO QRH TO CORRECT OUR PROB. BUT BEFORE HE COULD COMPLETE THE FIRST FEW ITEMS, THE PROB HAD CORRECTED ITSELF. MINS LATER THE 'EFIS COMP MON' APPEARED A THIRD TIME. THIS ONE WAS CAUTIONING US ON AN ALTIMETER DIFFERENCE. AS USUAL, WE PULLED OUT THE QRH, BUT BEFORE IT COULD BE READ, THE DISCREPANCY IN AIRSPD INDICATORS HAD ONCE AGAIN APPEARED. ONCE ALL OF THE PROB MESSAGES HAD STOPPED BLINKING ON AND OFF, WE WERE ABLE TO BEGIN THE APPROPRIATE QRH ITEMS. THESE ITEMS INCLUDE XCHKING THE STANDBY INSTS AND DETERMINING THE RELIABLE AIR DATA SOURCE (#1 AND #2). AGAIN THE FO'S INSTS WERE THE RELIABLE SOURCE. AFTER ALL CHKLISTS WERE COMPLETED, THE FO ASKED 'YOU DON'T SUPPOSE THIS COULD BE CAUSED BY THE PAX USING COMPUTERS OR CD PLAYERS?' MY FIRST THOUGHT WAS NO, ONLY BECAUSE I'VE NEVER HAD ANY PROBS LIKE THIS IN THE PAST. BUT AT THIS POINT, I WAS OPEN TO ANY SUGGESTIONS. THE FO THEN CALLED BACK TO THE FLT ATTENDANT AND ASKED IF THERE WERE ANY PORTABLE ELECTRONIC DEVICES IN USE IN THE CABIN. SHE SAID SHE WOULD CHK AND GET BACK TO US. AS IT TURNED OUT, THERE WERE 6 CD PLAYERS AND 1 LAPTOP COMPUTER IN USE AT THAT TIME. AS WE WERE STILL ABOVE 10000 FT, THE FLT ATTENDANT HAD NOT HAD A CHANCE TO MAKE HER CABIN BRIEFING REGARDING DISCONTINUATION OF ELECTRONIC DEVICES. THE FLT ATTENDANT AT THIS TIME WAS INSTRUCTED TO MAKE HER BRIEFING AND TO ENSURE THAT ALL PORTABLE ELECTRONIC DEVICES WERE IN THE OFF POS. THE FLT ATTENDANT THEN RPTED BACK TO INFORM US THAT ALL SUCH ITEMS WERE OFF. JUST TO SEE IF THIS WAS THE CAUSE OF SOME, ALL, OR NONE OF OUR PROBS, I ELECTED TO PLACE ALL OF THE SOURCE SELECT SWITCHES BACK TO THEIR NORMAL POS. WITHIN ABOUT 1 MIN, MY AIR DATA COMPUTER WAS WORKING AND SHORTLY AFTER THAT MY 'AHRS' REALIGNED TO THE APPROPRIATE HDG. THE FLT CONTINUED TO EUG WITHOUT FURTHER INCIDENT. ONCE WE ARRIVED, I ADVISED THE NEXT CREW OF WHAT HAD HAPPENED AND TO BE AWARE OF ANY ABNORMAL INDICATIONS. I ALSO ASKED THEM TO LET ME KNOW IF THEY HAD ANY OF THESE TYPE OF PROBS ON THE WAY BACK TO SLC. THE NEXT DAY THE CAPT WHO TOOK THE ACFT SAID HE HAD IT FOR THE REST OF THE DAY AND HAD NO PROBS AT ALL.

Synopsis :

CL65 SLC-EUG AT CRUISE ALT HAD ELECTRONIC INTERFERENCE WITH EICAS SYS. ON DSCNT TO EUG EXPERIENCED AIRSPD DEV BTWN CAPT AND FO. HAD CABIN ATTENDANT CHK FOR ELECTRONIC DEVICES USE AND HAD THEM TURNED OFF. BAL FLT NORMAL.

Time

Date : 199703
Day : Thu
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SAT
State Reference : TX
Altitude.MSL.Bound Lower : 6000
Altitude.MSL.Bound Upper : 6000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : SAT
Make Model : Cessna 340/340a

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 3600
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Type : 120
ASRS Report : 364464

Person / 2

Function.Observation : Observer
Function.Observation : Passenger

Person / 3

Function.Observation : Passenger

Person / 4

Function.Controller : Departure

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Other Spatial Deviation : Track Or Heading Deviation
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : Unspecified
Independent Detector.Other.Flight CrewA : Unspecified
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Returned to Intended Course or Assigned Course
Resolatory Action.Other : Unspecified
Consequence.Other : Emotional Trauma

Narrative :

WHILE BEING VECTORED 060 DEGS TO V212 EBOUND AND CLBING, MY R SEAT PAX (A NON PLT) MANAGED TO BUMP THE AUDIO PANEL TO AN IN BTWN POS ON THE SELECTOR SWITCH. THIS CAUSED AN UNDETECTED LOSS OF COM WITH ATC FOR A FEW MINS. I NOTICED THAT I HAD NOT HEARD ATC FOR A PERIOD OF TIME AND WAS TRYING TO COMMUNICATE WITH NO ANSWER. AFTER A SECOND OR THIRD SCAN OF THE PANEL AND CIRCUIT BREAKERS I FOUND THE PROB, SWITCHED ON THE RADIO AND GAVE A CALL TO ATC. THEY WERE PISSED. I TOLD THEM OF THE PROB AND THEY REPEATED THE CLRNC. IN TRYING TO INTERCEPT THE V212 081 DEG RADIAL EBOUND, MY BOSS IN THE BACK SEAT WAS USING A CELLPHONE. THIS ALSO CAUSED ERRONEOUS READINGS ON MY VOR/CDI SO I COULD NOT TELL WHERE THE HELL I WAS. AFTER I NOTICED THAT HE WAS USING THE CELLPHONE I TOLD HIM RATHER STERNLY TO TURN THE DAMN THING OFF AND LEAVE IT OFF WHILE AIRBORNE IN ANY ACFT. IN HIS DEFENSE, HE DID NOT KNOW THAT IT WAS NOT APPROVED FOR USE WHILE AIRBORNE. UPON LNDG AT OUR DEST I SET IN EFFECT 2 NEW RULES: 1) R SEAT PAX MUST BE A QUALIFIED PLT UNLESS SPACE DOES NOT PERMIT TO RIDE IN THE REAR. IN THAT CASE THE PAX WILL NOT TOUCH ANYTHING FOR FEAR OF BODILY INJURY! 2) NO PORTABLE ELECTRONIC DEVICES SHALL BE TURNED ON WHILE ON BOARD THIS ACFT.

Synopsis :

PLT OF C340 SUFFERS LOSS OF COM FREQ WITH DEP CTLR LEAVING SAT, TX, WHEN R SEATER TEMPORARILY DISABLES 2 WAY COM. HE OVERSHOOTS RADIAL OFF VOR DUE TO THE BOSS USING A CELLPHONE IN THE REAR SEAT. CTLR IS MORE THAN ANGRY AFTER COM RE-ESTABLISHED. PAX HAD NOT BEEN BRIEFED.

Time

Date : 199704

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : AUS

State Reference : TX

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : AUS

Make Model : Medium Large Transport, Low Wing, 2 Turbojet Eng

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 366008

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Person / 5

Function.Observation : Passenger

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Other : Unspecified

Narrative :

DURING FLT UP TO 20 PAX WERE USING CELL PHONES ON THE ACFT. THE FLT ATTENDANTS INFORMED THE PAX OF THE RESTR USE, ALTHOUGH THEY CONTINUED TO USE THEM. IN THE COCKPIT THE CAPT'S ILS, RADIO ALTIMETER, AND PRIMARY FLT DISPLAY WENT OUT DURING THE FLT. ONE OF THE PAX WE CAUGHT WAS MR X SITTING IN SEAT XXX. HE WAS NOT THE ONLY ONE, BUT THE ONLY ONE WE CAUGHT. THE ACFT TOOK APPROX 1 HR DELAY TO REPLACE EQUIP AND TEST THE OTHERS. CELL PHONES ARE PROBS ON ACFT AND PAX DO NOT SEEM TO CARE ABOUT THE RESTRS EVEN WHEN TOLD.

Synopsis :

CELL PHONE USE WAS FORBIDDEN IN GND ANNOUNCEMENT AT AUS, TX. THE FLT ENCOUNTERED A NUMBER OF ACFT EQUIP PROBS AND HAD A DELAY FOR REPAIRS AT DFW.

ACN: 394711

Time

Date : 199802

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DFW

Locale Reference.ATC Facility : FUZ

State Reference : TX

Aircraft / 1

Controlling Facilities.ARTCC : ZFW

Make Model : Fokker 100

Component / 1

Aircraft Component : ILS/VOR

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 394711

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Person / 5

Function.Observation : Passenger

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : Unspecified

Resolutive Action.Flight Crew : Overcame Equipment Problem

Resolutive Action.Other : Unspecified

Narrative :

LOCATION: FROM VICINITY FUZ TO S OF PER, WE EXPERIENCED RAW DATA GROSS AND VARIED VOR COURSE INDICATIONS DURING THIS TIME PERIOD. THE PNF (FO) WAS CONTINUOUSLY IN RAW DATA THE ENTIRE FLT AND INITIALLY CALLED TO MY ATTN THE DEVS AND FLUCTUATIONS OF HIS COURSE INDICATOR USING BOTH FUZ AND PER VORTACS. I (PF) WAS USING THE FMC FOR NAV AND EXPERIENCED NO OFF COURSE INDICATIONS NOR CALLS FROM ATC OF A DEV. I CALLED THE #1 FLT ATTENDANT AND HAD HIM DO A COMPUTER COUNT AND TO CHK FOR CELLULAR PHONE USAGE. HE RPTED BACK TO US THAT NO CELL PHONES WERE IN USE AND ONLY 1 LAPTOP IN FIRST CLASS CABIN WAS IN USE. I IMMEDIATELY INSTRUCTED HIM TO ORDER THE COMPUTER TURNED OFF AS WE WATCHED THE NAV DISPLAYS. IMMEDIATELY UPON TURNING OFF THE LAPTOP OUR PRIMARY NAV DISPLAYS INDICATED STEADY NEEDLES AND ON COURSE. THE #1 FLT ATTENDANT RPTED TO ME THAT WHEN HE INFORMED THE PAX TO TURN IT OFF, HE OFFERED NO ARGUMENT AND HE FELT THAT THIS HAD PROBABLY HAPPENED BEFORE. I TRIED TO CATCH PAX DEBOARDING (BUT HE GOT AWAY TOO QUICKLY) SO THAT I COULD EXAMINE THE LAPTOP PERSONALLY. I FEEL THAT HE HAS A SOUPED-UP PWR SOURCE UNUSUAL COMPUTER CONFIGURATION. HE RPTED IT AS A COMPAQ ARMADA 4130T (ALLEGEDLY). WE CHKED THE RAW DATA DISPLAYS VERSUS FMS AND THEY WORKED PERFECTLY ON THE RETURN LEG.

Synopsis :

ACR PIC RPT ON NAVAID INTERFERENCE CREATED BY A PAX OPERATING A HIGH PWRED LAPTOP COMPUTER. PIC HAD SUSPECTED ELECTRONIC MAGNETIC INTERFERENCE AS THE CULPRIT.

Time

Date : 199808

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.ATC Facility : ALB

State Reference : NY

Altitude.MSL.Bound Lower : 18000

Altitude.MSL.Bound Upper : 18000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZBW

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 14000

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 200

ASRS Report : 412997

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : Unspecified

Resolatory Action.Flight Crew : Overcame Equipment Problem

Resolatory Action.Other : Controller Intervened

Resolatory Action.Other : Unspecified

Narrative :

RADAR VECTOR 180 DEGS TO INTERCEPT J6 BTWN ALB AND SAX. CDI DEFLECTION FULL L (ACFT SHOWN R OF COURSE). I LOOKED AND ADJUSTED THE ENGS AND THEN OBSERVED COURSE CAPTURE. I WAS SURPRISED HOW FAST WE HAD A CTRED CDI. I MADE A R 25 DEG BANK TURN BUT STARTED TO DRIFT FURTHER L OF COURSE. FINAL HDG 240 DEGS. I WAS THINKING THAT WE MUST BE ENCOUNTERING A STRONG XWIND. THE FO WAS TUNED INTO SAX 209 DEG INBOUND COURSE. HE NOTICED I WAS FLYING AWAY FROM HIS COURSE. I INITIATED A TURN BACK L FEELING THAT HIS WAS CORRECT, BUT NOT CERTAIN AT THIS POINT IN TIME UNTIL CTR ASKED US WHAT OUR HDG WAS. MY CDI AND FLT DIRECTOR WAS STILL CALLING FOR A R TURN, BUT WAS FLUCTUATING 8-10 DEGS OFF TO THE R. I TUNED IN SAX, BUT ALSO HAD INCONSISTENT INFO FROM THE FO'S NAV/RADIO. CELL PHONE ACTIVITY WAS SUSPECTED. A PA WAS MADE FOR PAX TO MAKE SURE THEIR PHONES WERE OFF. A COUPLE PAX MADE THE CHKS IN CARRY-ON BAGS. THE CDI STABILIZED SHORTLY AFTER THE PA. ACTUAL COURSE DEV WAS ONLY A COUPLE MI OFF (EARLY) AND NO CONFLICT OCCURRED. THIS RPT IS MADE IN CASE YOU TRACK POSSIBLE CELL PHONE INTERFERENCE IN THE B727 OR OTHER ACFT.

Synopsis :

A B727 PIC RPT ON CELL PHONE INTERFERENCE WITH VOR SIGNALS. THE CDI WAS SCALLOPING, AN INDICATION OF RADIO FREQ INTERFERENCE. EMI.

Time

Date : 199809

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MKE

Locale Reference.ATC Facility : BAE

State Reference : WI

Altitude.MSL.Bound Lower : 7000

Altitude.MSL.Bound Upper : 7000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : MKE

Make Model : DC-9 10

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Component / 1

Aircraft Component : TCAS Equipment

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 15000

Experience.Flight Time.Last 90 Days : 250

Experience.Flight Time.Type : 5000

ASRS Report : 415142

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Altitude Deviation : Undershoot

Anomaly.Conflict : Airborne Less Severe

Anomaly.Non Adherence : Clearance

Resolatory Action.Flight Crew : Returned to Intended Course or Assigned Course

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Other : Unspecified

Narrative :

DURING DSCNT INTO MKE WE GOT A TCASII TA FOR TFC AT 11 O'CLOCK, 2 MI, -100 FT. THIS ALMOST IMMEDIATELY BECAME AN RA TO CLB. WHILE I DISCONNECTED THE AUTOPLT AND COMPLIED WITH THE RA, THE FO (PNF) CALLED ATC ABOUT THE TFC. ATC (MKE APCH) SAID THAT THE TFC WAS AT 3000 FT AND I CERTAINLY DID NOT SEE ANY TFC NEAR US. I ASKED THE LEAD FLT ATTENDANT TO DO A PORTABLE ELECTRONIC DEVICE WALK AND INFORM ME ON THE GND OF THE RESULTS. THE REST OF THE APCH WAS NORMAL. ON THE GND, THE LEAD FLT ATTENDANT CAME UP AND RPTED THAT A LADY SITTING IN XX HAD JUST GOTTEN A CALL ON HER PAGER AND HAD TO REMOVE THE BATTERIES TO DEACTIVATE IT. I MADE AN 'INFO ONLY' WRITEUP AND FILED A REPORT. THIS WAS MY SIXTH PAGER PORTABLE ELECTRONIC DEVICE INTERFERENCE INCIDENT IN 9 MONTHS -- THE FIRST WHICH CAUSED A FALSE RA. I URGE THE FAA TO ADD PAGERS TO THE LIST OF SPECIFICALLY BANNED PORTABLE ELECTRONIC DEVICES AND TO CHANGE THE INFLT CABIN PA ANNOUNCEMENT TO REFLECT THIS.

Synopsis :

A DC9-10 FLC PERFORMS AN EVASIVE ACTION CLB WHEN THEIR TCASII RA COMMANDS SAME. LATER FOUND THAT THE TCASII RA WAS A FALSE ALARM, AN EMI ISSUE.

Time

Date : 199809

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : DSM

State Reference : IA

Altitude.MSL.Bound Lower : 35000

Altitude.MSL.Bound Upper : 35000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZMP

Make Model : DC-9 30

Component / 1

Aircraft Component : Radio Altimeter

Aircraft Reference : X

Problem : Malfunctioning

Component / 2

Aircraft Component : Traffic Collision Avoidance System (TCAS)

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 16000

Experience.Flight Time.Last 90 Days : 250

Experience.Flight Time.Type : 5000

ASRS Report : 415547

Person / 2

Function.Flight Crew : First Officer

Person / 4

Function.Observation : Passenger

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Other : Unspecified

Narrative :

WHILE AT CRUISE AT FL350, THE CAPT'S RADAR ALTIMETER FLAG BEGAN FLAPPING, AND TCASII OCCASIONALLY ANNUNCIATING 'TCASII FAIL.' RA AND TCASII TESTS WERE NORMAL, SO I ASKED THE LEAD FLT ATTENDANT TO DO A PED WALK, AND THE END RESULT WAS A PRONET PAGER IN USE. THE GENTLEMAN SWITCHED THE UNIT OFF AND REMOVED THE BATTERIES AND THE INDICATIONS CEASED.

Synopsis :

DC9 EXPERIENCES NAV EQUIP INTERFERENCE FROM PED IN ZMP AIRSPACE.

Time

Date : 199810

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : SEA

State Reference : WA

Altitude.MSL.Bound Lower : 37000

Altitude.MSL.Bound Upper : 37000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZSE

Make Model : B757-200

Component / 1

Aircraft Component : Autopilot

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 15000

Experience.Flight Time.Last 90 Days : 300

Experience.Flight Time.Type : 2000

ASRS Report : 418983

Person / 2

Function.Flight Crew : First Officer

Person / 4

Function.Observation : Passenger

Person / 5

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Other : Unspecified

Narrative :

WHILE IN CRUISE, WE EXPERIENCED MULTIPLE OCCASIONS OF SPONTANEOUS DISENGAGEMENT OF THE L, CENTER, AND R AUTOPLTS OVER SEVERAL HRS OF FLT WHILE IN CRUISE. (PORTABLE ELECTRONIC DEVICES AUTH.) AFTER DUE CONSIDERATION OF THE SEQUENCE OF DISENGAGEMENTS STARTING IMMEDIATELY AFTER I HAD AUTH PORTABLE ELECTRONIC DEVICES, I CHKD WITH MY 'A' LINE FLT ATTENDANT. I ASKED IF ANYONE HAD TURNED ON ANY PORTABLE ELECTRONIC DEVICES THAT MIGHT HAVE CORRESPONDED WITH THE DISCONNECTS. WE COULD NOT FIND AN IMMEDIATE LINK. I THEN MADE A PA ASKING THAT ALL PORTABLE ELECTRONIC DEVICES BE SECURED AND EXPLAINED THAT WE WERE EXPERIENCING RANDOM DISCONNECTS OF THE ACFT'S AUTOFLT SYS. ALL PAX COMPLIED. THE ANOMALY CONTINUED. I ASKED THE 'A' FLT ATTENDANT TO MAKE A MORE RIGOROUS CHK OF THE CABIN, LOOKING FOR ANY ELECTRONIC DEVICE THAT MIGHT CAUSE THIS RANDOM PERFORMANCE. SHE RPTD THAT THERE WAS A PAX IN SEAT XXX THAT HAD A SIGNIFICANT HEARING IMPAIRMENT REQUIRING THAT HE USE A HEARING AID WITH HEADPHONES. THE MICROPROCESSOR WAS CARRIED IN HIS SHIRT POCKET. WITHOUT IT, HE COULD NOT HEAR AT ALL. RECALLING THAT INTERFERENCE FROM PORTABLE ELECTRONIC DEVICES IS NORMALLY ASSOCIATED WITH WIRED DEVICES NOT CONTAINED WITHIN THE MICROPROCESSOR CASE, AND FURTHER THAT PORTABLE ELECTRONIC DEVICE INTERFERENCE IS NORMALLY VERY SITE SPECIFIC, I ASKED THE 'A' FLT ATTENDANT TO MOVE THE PAX FORWARD NOT LESS THAN 3 ROWS, BUT PREFERABLY 6 ROWS. THIS WAS ACCOMPLISHED AND NO FURTHER INTERFERENCE OCCURRED FOR THE BAL OF THE TRIP. THE ONLY REASON THAT I DID NOT HAVE THE PAX TURN OFF HIS DEVICE WAS MY CONCERN WITH HIS BEING ABLE TO HEAR AND FOLLOW INSTRUCTIONS FROM THE FLT ATTENDANTS IN THE EVENT OF AN EMER. IN CONSIDERATION OF THIS, AND SINCE WE HAD NO FURTHER INSTANCE OF DISENGAGEMENT, WERE LOOKING AT GOOD WX IN CVG, AND RETAINED THE OPTION OF SECURING THE DEVICE SINCE WE KNEW WHAT THE CULPRIT WAS, I WAS VERY COMFORTABLE WITH THIS COURSE OF ACTION. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE CREW WAS FLYING A B757- 200 ACFT FROM SEA TO CVG. THE CAPT STATED THE AUTOFLT DISCONNECTS BEGAN ABOUT THE TIME THEY REACHED CRUISE, AT FL370. PROBS LASTED FOR THE NEXT 3-4 HRS. THE CAPT FURTHER SAID, DURING THIS TIME THE COCKPIT ROUTINE WAS DISRUPTED EXCESSIVELY, THAT WITH 3 AUTOPLTS HE HAS NEVER HAD TO OPERATE WITHOUT AT LEAST 1 FUNCTIONING AUTOFLT SYS. THE CAPT MADE A PA ANNOUNCEMENT, EXPLAINED THE PROB TO THE PAX AND REQUESTED THAT ALL PAX OPERATED ELECTRONIC DEVICES BE TURNED OFF. THE PAX WILLINGLY COMPLIED WITH THE CAPT'S REQUEST. THE PROBS CONTINUED. DURING A SECOND CABIN SWEEP A FLT ATTENDANT OBSERVED A PAX SEATED IN SEAT XXX WEARING HEADPHONES. THE PAX TOLD THE FLT ATTENDANT THAT IT WAS A HEARING AID, AND THAT THE PAX WAS QUITE DEAF WITHOUT IT. THE CAPT DIRECTED THAT THE PAX BE MOVED. HE WAS RESEATED TO ROW YY ON THE R. AS SOON AS THE PAX WAS RESEATED, THE AUTOFLT PROBS STOPPED. THE CREW WROTE UP THE AUTOFLT SYS AND MAINT DID AN EXTENSIVE CHK. NO PROBS WERE FOUND. THE CAPT HAS HAD PREVIOUS EXPERIENCE WITH INTERFERENCE CAUSED WITH PAX OPERATED GAMES WHICH WERE INTERCONNECTED WITH A WIRING HARNESS. HE STATES WIRING ACTS AS AN ANTENNA CAPABLE OF RADIATING AN RF SIGNAL, WHICH IS CAPABLE OF INTERFERING WITH THE ACFT ELECTRONICS. THE CAPT WONDERS WHY THE ACFT MANUFACTURER DOES NOT PROPERLY SHIELD THE ACFT ELECTRONICS TO PREVENT SUCH INTERFERENCE.

Synopsis :

B757 CREW HAD MULTIPLE AUTOPLT DISCONNECTS OF ALL 3 AUTOFLT SYS.

Time

Date : 199811

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ORD

Locale Reference.ATC Facility : ORD

State Reference : IL

Altitude.MSL.Bound Lower : 5000

Altitude.MSL.Bound Upper : 5000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : ORD

Make Model : Medium Large Transport, Low Wing, 2 Turbojet Eng

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 10000

Experience.Flight Time.Last 90 Days : 30

ASRS Report : 419231

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Departure

Person / 4

Function.Observation : Passenger

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Returned to Intended Course or Assigned Course

Resolatory Action.Other : Unspecified

Narrative :

DEPARTING ORD ON A HDG OF 180 DEGS AT 5000 FT AND 250 KTS, AUTOPLT ON, BOTH COMPASS SYS STARTED A R-HAND TURN INDICATING 180 DEG HDG TO BE FURTHER TO THE R FROM OUR EXISTING HDG AND DRIFTING R. AUTOPLT CONTINUED TO FOLLOW DRIFTING HDG TO THE R. A QUICK LOOK AT OUR VOR INDICATED PROPER COURSE TO ACTUALLY BE TO THE L. (SINCE BOTH HDG SYS GAVE SAME INDICATIONS AND COME FROM INDEPENDENT SOURCES, IT WAS VERY DIFFICULT TO ASSESS WHAT SYS WAS MALFUNCTIONING.) WE HAD NO ABNORMAL WARNING INDICATIONS TO VERIFY IF/WHICH SYS WAS GIVING BAD INFO. R TURN CONTINUED AT A VERY RAPID RATE TO ABOUT 60 DEGS TO THE R OF INTENDED HDG BEFORE WE INITIATED A TURN BACK TO THE L. ATC VERIFIED THAT WE WERE SIGNIFICANTLY OFF HDG. WE RE- ESTABLISHED ON COURSE USING RAW VOR DATA BUT HDG WAS STILL OFF BY 30-40 DEGS. HDG SLOWLY RECOVERED TO NORMAL OVER ABOUT 20 MINS. NO CAUSE FOR THE MALFUNCTION WAS FOUND IN THE COCKPIT. WE SPECULATED THAT WE MAY HAVE HAD SOME SORT OF EXTERNAL INTERFERENCE SINCE BOTH SYS WERE AFFECTED. AFTER QUESTIONING A PAX ADMITTED THAT HE TURNED ON HIS COMPUTER JUST AFTER TKOF AND PRIOR TO THE SEAT BELT SIGN BEING TURNED OFF. WE SUSPECT THAT THIS MAY HAVE BEEN THE CAUSE OF THE MALFUNCTION. THE SLOW RECOVERY OF THE HDG SYS IS A SYS LIMITATION.

Synopsis :

MD88 FLC HAS COMPASS DEFLECTION AFTER TKOF LEADING TO A HDG ERROR. SUSPECT PAX ELECTRONIC DEVICE PROB WITH PAX WHO TURNED ON HIS COMPUTER.

Time

Date : 199902

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SEA

Locale Reference.ATC Facility : ISZI

State Reference : WA

Altitude.MSL.Bound Lower : 4000

Altitude.MSL.Bound Upper : 4000

Environment

Flight Conditions : IMC

Component / 1

Aircraft Component : ILS/VOR

Aircraft Reference : X

Problem : Malfunctioning

Component / 2

Aircraft Component : VHF

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 9200

Experience.Flight Time.Last 90 Days : 220

Experience.Flight Time.Type : 3000

ASRS Report : 427865

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Observation : Passenger

Person / 5

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Flight Crew : Overcame Equipment Problem

Resolatory Action.Other : Unspecified

Narrative :

ON APCH NOTICED COM INTERFERENCE ON #1 COM RADIO. THEN CAPT'S HSI NEEDLE BECAME WAVY AND UNRELIABLE, THEN FLAGGED BOTH GS AND LOC. FO'S GS AND LOC NEEDLES WERE WAVY, BUT DID NOT FLAG. WE CALLED THE FLT ATTENDANTS AND ASKED IF ANY PAX WERE USING ANY ELECTRONIC DEVICES. THEY FOUND A PAX USING A CELL PHONE. WHEN THE CELL PHONE WAS SWITCHED OFF, NAV AND COM RECEPTION RETURNED TO NORMAL.

Synopsis :

B737 CREW HAD COM AND ILS INTERFERENCE ON APCH TO SEA, DUE TO CELLULAR PHONE INTERFERENCE.

ACN: 428282

Time

Date : 199901

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ESGG.Airport

State Reference : FO

Altitude.AGL.Single Value : 1000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ESGG.ARTCC

Make Model : Embraer Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 9000

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 700

ASRS Report : 428282

Person / 2

Function.Flight Crew : First Officer

Events

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Environmental Factor

Narrative :

WHILE DEPARTING ESGG VIA THE LABAN 1C SID, FO WAS HAND FLYING ACFT. NAV AND SPD MODES SELECTED FOR FLT DIRECTOR. FO USING FMS TO NAV. I WAS BACKING UP NAV WITH VOR AND DME PLUS ADF. WE HEARD A TONE IN OUR HEADSETS (DASH DOT DASH DOT DASH DOT). THE NAV AND SPD MODES DISENGAGED AND THE FLT DIRECTOR COMMAND BARS WERE REMOVED. BOTH FMS AND SHORT RANGE NAV SYS GAVE ERRONEOUS INDICATIONS. WE CONTINUED ON PREVIOUS HDG AND SYS WERE REGAINED IN 10 SECONDS. THE FO HAD PREVIOUSLY FLOWN TEST FLTS FOR NOKIA AND RECOGNIZED THE TONE AS THAT OF A NOKIA MOBILE TELEPHONE. THE TESTING HAD SHOWN OUTGOING AND INCOMING CALLS AND INCOMING PAGES WOULD CAUSE THE PROB WE EXPERIENCED. IF THE ACFT SPD WAS LESS THAN 200 KIAS, THE NOKIA PHONE SEARCHING FOR A GND STATION WOULD ALSO CAUSE THE PROBS. THE CABIN ATTENDANTS ADVISED THAT SHORTLY AFTER DEPARTING ESGG THEY NOTICED A PAX TAKE A MOBILE PHONE OUT OF HIS CARRY-ON LUGGAGE, LOOK AT IT FOR A FEW SECONDS, AND THEN PUT IT BACK INTO THE LUGGAGE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATES THAT HE WAS VERY FORTUNATE TO HAVE THE PARTICULAR FO ABOARD SINCE HE WAS IMMEDIATELY AWARE OF THE TONE FROM HIS TESTING EXPERIENCE. ONCE ABOVE 200 KTS, THE CELL PHONE CANNOT SEARCH FAST ENOUGH TO LOCK ON SO THERE WAS NO PROB. APPARENTLY THE PAX WHO TOOK OUT HIS PHONE HAD RECEIVED A CALL AND HE WAS CHKING IT. RPTR WAS FLYING THE EMB145 AND DOING SOME TRAINING FOR A COMPANY AND AFTERWARDS HE HAD SOME TIME TO DO HIS OWN TESTING. HE TOOK HIS CELL PHONE ON THE ACFT AND USED IT. THERE WAS THEN NO DOUBT IN HIS MIND OF THE CAUSE OF THE FMS PROB. HE HAD HEARD OF PAX ELECTRONIC DEVICE EQUIP CAUSING PROBS WITH NAV INSTS BUT WAS QUITE SURPRISED THAT THE FLT DIRECTOR WAS TRIPPED OFF. IT WENT ALL THE WAY TO THE ROLL MODE, THE LOWEST POSSIBLE POS. APPARENTLY THE FREQ OF THE CELL PHONE IS CLOSE ENOUGH TO THAT WHICH THEY WERE USING TO CAUSE THE INTERFERENCE.

Synopsis :

FLC OF AN EMB 145 ON DEP HAS A TONE IN THE HEADSETS AT THE SAME TIME AS THE NAV AND SPD MODES OF THE FLT DIRECTOR DISENGAGE AND THE COMMAND BARS REMOVED. THE TONE IS KNOWN TO BE RELATED TO A CELL PHONE BY THE FO. THE INSTS RETURNED TO NORMAL IN ABOUT 10 SECONDS.

Time

Date : 199903

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : YUL.Airport

State Reference : PQ

Altitude.AGL.Single Value : 100

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : MD-88

Component / 1

Aircraft Component : AHRS/ND

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 10000

Experience.Flight Time.Last 90 Days : 130

Experience.Flight Time.Type : 6500

ASRS Report : 430689

Person / 2

Function.Flight Crew : First Officer

Events

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.Aircraft : Equipment Problem Dissipated

Supplementary

Problem Areas : Aircraft

Narrative :

IMMEDIATELY AFTER TKOF, FLT MODE ANNUNCIATOR DISPLAYED A HDG ERROR MESSAGE AND A NO AUTOLAND MESSAGE WITH A 30 DEG HDG SPLIT IN R AND L HDG SYS WITH CENTRAL AIR DATA COMPUTER #2 SELECTED. IN THE ENSUING CONFUSION WE DISCOVERED THAT THE STANDBY COMPASS MIRROR IN THE STANDBY COMPASS HOUSING (LOCATED BEHIND AND ABOVE THE FO) WAS NOT PROPERLY ADJUSTED. THIS FORCED THE PNF TO LEAVE HIS SEAT TO READ THE STANDBY COMPASS TO DETERMINE IF SYS #1 OR #2 WAS GOOD. SYS #1 WAS IN AGREEMENT WITH STANDBY COMPASS SO WE SELECTED CADC SWITCH TO BOTH ON #1 SOLVING THE IMMEDIATE PROB. WE ALSO MADE A PA REQUESTING THAT ALL PORTABLE ELECTRONIC DEVICES BE TURNED OFF. THE ABNORMAL PROC FOR HDG ERRORS WAS FOLLOWED TO NO AVAIL. ABOUT 10-15 MINS AFTER THE PA ABOUT PED'S WHEN THE FLT ATTENDANTS RPTED THAT ALL PED'S WERE OFF, THE ERROR CORRECTED ITSELF AND SYS WERE RESTORED TO NORMAL. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THE ACFT WAS AN MD88 AND WAS EQUIPPED WITH AN AHRS HDG SYS. THE RPTR SAID SHORTLY AFTER THE ANNOUNCEMENT TO TURN OFF ALL ELECTRONIC DEVICES THE 30 DEG ERROR WAS GONE AND THE SYS OPERATED NORMALLY. THE RPTR STATED THE DEVICE CAUSING THE PROB WAS NEVER IDENTED.

Synopsis :

AN MD88 ON TKOF AT 100 FT EXPERIENCED A HDG SPLIT OF 30 DEGS AND HAD A HDG ERROR WARNING MESSAGE CAUSED BY A PAX ELECTRONIC DEVICE.

Time

Date : 199903

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : AUS.Airport

State Reference : TX

Altitude.MSL.Bound Lower : 8000

Altitude.MSL.Bound Upper : 36000

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : DC-9 Undifferentiated or Other Model

Component / 1

Aircraft Component : ILS/VOR

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 16000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 6000

ASRS Report : 431169

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Independent Detector.Other.Flight CrewA : 1

Supplementary

Problem Areas : Aircraft

Narrative :

THE LEAD FLT ATTENDANT RPTED A CELL PHONE IN USE ON THE GND AT THE GATE. LATER, WHILE AT CRUISE, THE #1 NAV RECEIVER WAS NOTED TO BE BEHAVING ABNORMALLY. THE TO/FROM FLAG WOULD PARTIALLY RETRACT AFTER INITIAL DEPLOYMENT ON ANY FREQ, BUT WOULD WORK FINE IN THE 'FROM' MODE. THE ANOMALY CEASED AFTER WE HAD DSNDED THROUGH FL180 (THE ALT AT WHICH THE FLT ATTENDANTS MAKE THE DSCNT PAX ELECTRONIC DEVICE ANNOUNCEMENT) AND WORKED FINE THROUGH THE APCH AND AT THE GATE ON THE VOT. WE WROTE IT UP IN THE LOGBOOK AS A SUSPECTED PAX ELECTRONIC DEVICE INTERFERENCE INCIDENT AND A VOR SENSITIVITY CHK WAS PERFORMED ON THE #1 NAV RECEIVER, WHICH WAS SATISFACTORY. SINCE THE LEAD FLT ATTENDANT'S PAX ELECTRONIC DEVICE WALK HAD NOT TURNED UP ANYTHING ELSE OF NOTE, I SUSPECT THAT THE PAX HAD LEFT HIS CELL PHONE SWITCHED ON INFLT AND THAT THIS MAY HAVE CONTRIBUTED TO OUR NAV RECEIVER PROB. P.S. OUR AIRLINE RECENTLY CHANGED ITS PAX ELECTRONIC DEVICE POLICY TO PERMIT CELL PHONE OP ON THE GND WITH THE DOOR OPEN. I HAVE EXPERIENCE, LIKE THIS INCIDENT, WHICH LEADS ME TO BELIEVE THAT SUCH A POLICY MAY NOT BE WISE.

Synopsis :

DC9 CREW SUSPECTS PAX CELL PHONE INTERFERING WITH NAV RECEIVER DURING FLT IN ZHU AIRSPACE.

ACN: 431558

Time

Date : 199903

Day : Tue

Local Time Of Day : 1801 To 2400

Place

State Reference : NV

Altitude.MSL.Single Value : 31000

Aircraft / 1

Controlling Facilities.ARTCC : ZOA.ARTCC

Make Model : MD-80 Super 80

Component / 1

Aircraft Reference : X

Problem : Design Deficiency

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 431558

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : Flight Attendant In Charge

Person / 4

Function.Observation : Passenger

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Non Adherence : Company Policies

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Other : P.A. Announcement

Supplementary

Problem Areas : Aircraft

Narrative :

NEAR ILC HAD PROBS WITH VOR CDI GOING +/-5 DEG DEFLECTION. HAD FLT ATTENDANT CHK FOR ELECTRONIC DEVICES AND HAD 5 COMPUTERS AND 2 CD'S THAT SHE COULD FIND. PROB GOT WORSE UNTIL NEAR OAK. OAK GAVE US A VECTOR. MADE PA AND ASKED EVERYONE TO TURN OF ALL ELECTRONIC DEVICES. #1 FLT ATTENDANT SAW A COACH PAX QUICKLY HIDE A CELL PHONE. AFTER PA, NAV RETURNED TO NORMAL.

Synopsis :

AN MD SUPER 80 IN CRUISE AT FL310 EXPERIENCED VOR COURSE DEV PLUS OR MINUS 5 DEG ERRORS CAUSED BY PAX USE OF A CELLULAR PHONE.

Time

Date : 199904

Day : Wed

Local Time Of Day : 0601 To 1200

Place

State Reference : IL

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZKC.ARTCC

Make Model : MD-88

Component / 1

Aircraft Component : PFD

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 11000

Experience.Flight Time.Last 90 Days : 210

Experience.Flight Time.Type : 2500

ASRS Report : 434779

Person / 2

Function.Flight Crew : First Officer

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Overcame Equipment Problem

Supplementary

Problem Areas : Aircraft

Problem Areas : Cabin Crew Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

IN CRUISE AT FL310, FMS LOCKED UP, NAV DISPLAY AND PRIMARY FLT DISPLAY FLICKERED AND BLANKED, RTE AND PERFORMANCE DATA DUMPED. #1 MCDU INOP. #2 MCDU USED TO RE-ENTER POS INTO IRS. FLT ATTENDANT RPTED PAX WAS USING A CELL PHONE WHILE ALL THIS OCCURRED. HE WAS SLOW TO TURN HIS PHONE OFF IN SPITE OF THE FLT ATTENDANT'S INSISTENCE. ALL SYS WERE RESTORED ABOUT THE TIME HE TURNED THE CELL PHONE OFF.

Synopsis :

MD88 FLC EXPERIENCES MULTIPLE INST FAILURES WHILE PAX USING CELL PHONE.

ACN: 436189

Time

Date : 199905

Day : Sun

Local Time Of Day : 0601 To 1200

Place

State Reference : MN

Altitude.MSL.Bound Lower : 1000

Altitude.MSL.Bound Upper : 3000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.TRACON : M98.TRACON

Make Model : B757 Undifferentiated or Other Model

Component / 1

Aircraft Component : Positional / Directional Sensing

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 436189

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 436290

Person / 3

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Problem Areas : Navigational Facility

Narrative :

APPROX 100 MI W OF MSP AT 41000 FT WE HAD THE FIRST WARNING OF POSSIBLE MEDICAL PROB. THE FO STARTED PREPARING IN THE EVENT WE HAD TO DIVERT. CHKING WX AND GETTING OUT APCH PLATES, ADVISING SYS OPS CTL. OVERHEAD MSP THE FLT ATTENDANT ADVISED WE NEEDED TO LAND. I GAVE CTL OF THE ACFT TO THE FO AND TOOK CARE OF ATIS APCH. SET UP COMPANY COM, APCH BRIEFING, ETC. MSP APCH CTL BROUGHT US RIGHT IN. THE WX HAD BEEN GOOD BUT RAIN WAS IN AREA. WE WERE ON APCH AT 4000 FT, WERE CLRED TO INTERCEPT THE LOC, CLRED FOR APCH. WE INTERCEPTED THE LOC AND TRACKING ON AUTOPLT, APU ARMED. SHORTLY THEREAFTER THE ACFT TURNED R, AUTOPLT TRIPPED AND ALARM, ILS FLAG. WE WERE NOW R OF COURSE FOR RWY 12L AND ASKED FOR LNDG CLRNC ON RWY 12R WHICH WE COULD SEE THROUGH THE RAIN -- TWR SO CLRED US. HOWEVER WE WERE NOW HIGH AND HOT FOR A SHORT WET RWY AND EXECUTED A MISSED APCH. ATC BROUGHT US RIGHT AROUND FOR APCH AND LNDG ON RWY 12L. AFTER LNDG ON THE SECOND ATTEMPT WE NOTICED A LONG LINE OF ACFT AWAITING TKOF FROM RWY 12L. I SUSPECT THE LOC INTERFERENCE MAY HAVE COME FROM A CELLPHONE OR OTHER ELECTRICAL DEVICE ABOARD ONE OF THESE ACFT IN LINE FOR DEP. AN ACFT 3 OR 4 MI BEHIND US RPTED PROBS WITH THE LOC AS WELL. THE TWR HOWEVER RPTED THAT IT WAS MONITORING NORMAL. SUPPLEMENTAL INFO FROM ACN 436290: DIVERTED ENRTE TO MSP FOR MEDICAL EMER. DURING VECTORS FOR ILS RWY 12L APCH CAPT VERIFIED ILS IDENTIFIER AND AUTOPLTS CAPTURED THE APCH COURSE. JUST OUTSIDE OF THE OM COMMAND BARS BEGAN STEERING FOR COURSE CORRECTION TO THE R. SHORTLY THEREAFTER AUTOPLT DISCONNECTED, COMMAND BARS DISAPPEARED AND LOSS OF LOC SIGNAL WAS DISPLAYED. APCH QUERIED US AS WE WERE DRIFTING R OF COURSE AND WE BEGAN CORRECTING BACK TO THE L. WX AT THE TIME WAS APPROX 2 MI VISIBILITY WITH MODERATE RAIN SHOWERS. AT ABOUT THE SAME TIME, A FLT BEHIND US COMMENTED ON LOSS/INTERMITTENT LOC SIGNAL. AT THIS TIME APCH CTLR OFFERED A VISUAL APCH TO RWY 12R AND AS IT CAME INTO VIEW WE WERE OUT OF POS TO LAND. GAR WAS ACCOMPLISHED AND VECTORS FOR ILS RWY 12R AND LNDG WAS COMPLETED UNEVENTFULLY. ATC DID NOT INDICATE ANY CONFLICTS WITH TFC DURING FIRST APCH OR GAR. MSP APCH AND TWR WERE VERY HELPFUL AND PROFESSIONAL THROUGHOUT DIVERT AND LNDG.

Synopsis :

BECAUSE OF PAX ILLNESS, ACR FLC MAKES PRECAUTIONARY LNDG AT MSP. FIRST ATTEMPT TO LAND RESULTS IN MISSED APCH ACCOUNT NAVAID MALFUNCTION.

ACN: 436540

Time

Date : 199904

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : JFK.Airport

State Reference : NY

Aircraft / 1

Make Model : A300

Person / 1

ASRS Report : 436540

Person / 2

Function.Observation : Passenger

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Narrative :

PAX REFUSED TO TURN OFF HIS LAPTOP COMPUTER FOR PREPARATION FOR DEP.

Synopsis :

FLT ATTENDANT RPT, A300, JFK-LHR, PREDEP, PAX REFUSAL TO TURN OFF HIS COMPUTER.

Time

Date : 199906

Day : Thu

Local Time Of Day : 1201 To 1800

Place

State Reference : WI

Altitude.MSL.Single Value : 31000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZAU.ARTCC

Make Model : DC-9 Undifferentiated or Other Model

Component / 1

Aircraft Component : TCAS Equipment

Aircraft Reference : X

Problem : Malfunctioning

Component / 2

Aircraft Component : GPWS

Aircraft Reference : X

Problem : Malfunctioning

Component / 3

Aircraft Component : Radio Altimeter

Aircraft Reference : X

Problem : Malfunctioning

Component / 4

Aircraft Component : ILS/VOR

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 16500

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 6000

ASRS Report : 439464

Person / 2

Function.Flight Crew : First Officer

Person / 4

Function.Observation : Passenger

Person / 5

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Aircraft Equipment : Altitude Alert

Independent Detector.Aircraft Equipment : GPWS

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Overcame Equipment Problem

Resolatory Action.Aircraft : Equipment Problem Dissipated

Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Aircraft

Problem Areas : Cabin Crew Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE AT CRUISE FLT FL310 WE NOTED THE ONSET OF MULTIPLE ANOMALIES WITH INDEPENDENT AND INTERRELATED ONBOARD ELECTRONIC SYS. THE RADAR ALTIMETER BEGAN FLAGGING AND SWEEPING, THE GPWS AND TCASII ANNUNCIATED 'FAIL,' THE VORS FLAGGED, DESPITE GOOD IDENTs AND, BY AND LARGE, RATIONAL SIGNALS. TESTS OF THE EQUIP WERE OTHERWISE SATISFACTORY SO WE MADE ANNOUNCEMENTS REQUESTING THAT CERTAIN PED'S (CELLPHONES, PAGERS, TVS AND RADIOS) BE VERIFIED IN A DEPOWERED CONDITION, AND THE FLT ATTENDANTS DID A 'PED WALK' IN THE CABIN. THE PROB INITIALLY VANISHED BUT THEN REAPPEARED, AND WE REPEATED THE PROCESS THIS TIME REQUESTING THAT ALL PED'S BE DEPOWERED. THE 3RD AND FINAL PED WALK REVEALED THAT SEVERAL PAGERS HAD TO BE DEPOWERED BY BATTERY REMOVAL, AND THERE WAS A COMPUTER IN USE WITH AN EXTERNAL BATTERY PACK. (NO INCOMING CALLS TO THE PAGERS WERE ADMITTED TO.) AFTER THIS, THE ANOMALOUS INDICATIONS VANISHED FOR GOOD AND ALL SYS OPERATED NORMALLY (INCLUDING ON THE GND VOT SIGNALS). WE WROTE UP THE INDICATIONS FOR MAINT TO VERIFY NORMAL INDICATION OF AFFECTED UNITS.

Synopsis :

DC9 FLC EXPERIENCES MULTIPLE ELECTRONIC EQUIP FAILURES IN FLT.

ACN: 440497

Time

Date : 199906

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Aircraft / 1

Make Model : B767 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 440497

Person / 2

Function.Flight Crew : Relief Pilot

Person / 3

Function.Flight Crew : First Officer

Person / 4

Function.Oversight : Flight Attendant In Charge

Person / 5

Function.Observation : Passenger

Events

Resolutory Action.Other : Battery Removed

Consequence.Other : Company Review

Supplementary

Problem Areas : Environmental Factor

Narrative :

DURING A SLIGHT DELAY FOR A MAINT PROB, A SMELL WAS NOTED BY A FLT ATTENDANT AND PASSED TO THE COCKPIT. INTL RELIEF PLT WENT BACK TO INVESTIGATE AND CONFIRMED SMELL. MAINT WAS CALLED TO INVESTIGATE. THEY STARTED TO TAKE DOWN PANELS AND PAX WERE OBSERVING AND GETTING CONCERNED. DECISION WAS MADE TO DEPLANE PAX, WHEN FLT ATTENDANT OPENED OVERHEAD BIN AND NOTICED SMOKE FROM A PAX BAG. MAINT REMOVED BAG TO JETBRIDGE WHERE SEVERAL CLOTH ITEMS WERE SMOLDERING. CAUSE APPEARED TO BE A CAMCORDER BATTERY WHICH WAS EXTREMELY HOT. PAX ACCOMPANIED BAG AND REMOVED ALL ARTICLES ON FIRE. WHEN BAG CHKED, WE DEPARTED A FEW MINS LATER. WE ARE THANKFUL THIS WAS CAUGHT BEFORE FLT, AND GLAD IT WAS NOT IN BELLY WHEN FIRE STARTED. REMAINDER OF FLT UNEVENTFUL. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE CAPT IS CONTINUING TO PURSUE THIS INCIDENT WITH HIS COMPANY. THE INITIAL REACTION OF HIS IMMEDIATE SUPVR, ACCORDING TO THE CAPT, WAS THAT NOTHING HAPPENED BECAUSE THE VARIOUS CREW MEMBERS REACTED SWIFTLY. THEREFORE THE MATTER WAS NOT WORTH INVESTIGATING FURTHER. THE CAPT, IN PART, BLAMES HIMSELF FOR NOT GATHERING MORE INFO FROM THE PAX. HE SAID THAT THE PAX WAS VERY UPSET THAT THIS HAPPENED AND WAS QUITE AWARE OF THE POTENTIAL FOR DISASTER IF THEY HAD BEEN AIRBORNE. THE MAINT TECHNICIAN WHO REMOVED THE BATTERY BURNED HIS HAND. SOME OF THE CLOTHING IN THE CARRY-ON BAG APPEARED TO BE SCORCHED OR MELTED. THE CAPT DID NOT SEE ANY METALLIC ITEMS AMONG THE REMAINS OF THE CLOTHING VISIBLE TO HIM. HE SAID THAT A PREVIOUS BATTERY INCIDENT INVOLVED A METAL ZIPPER THAT CONTACTED BOTH POLES OF A BATTERY CREATING A DIRECT SHORT THAT CAUSED SMOKE TO DEVELOP. THIS BATTERY WAS ALSO PACKED LOOSE AMONG THE PAX CLOTHING. THE CAPT IS GOING TO CALL ONE OF THE PEOPLE IN THE AIRLINE'S SAFETY OFFICE TO SEE IF MORE INFO IS AVAILABLE.

Synopsis :

AN ACR B767 FLC DISCOVERED THAT A CAMCORDER BATTERY HAD OVERHEATED IN A CARRY-ON BAG AND WAS CAUSING SMOKE AND FUMES TO ENTER THE CABIN FROM THE OVERHEAD STORAGE BIN.

ACN: 440557

Time

Date : 199906

Day : Sun

Local Time Of Day : 1201 To 1800

Place

State Reference : GA

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZJX.ARTCC

Make Model : B727-200

Component / 1

Aircraft Component : ILS/VOR

Aircraft Reference : X

Problem : Design Deficiency

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 440557

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Observation : Passenger

Person / 5

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Overcame Equipment Problem

Resolatory Action.Other : Pax Turned Off Equipment

Situations

Aircraft.Make Model.Value : 148.32

Aircraft.Aircraft Component.Value : 34.214

Supplementary

Problem Areas : Aircraft

Narrative :

LOCATION 116.1 PZD VORTAC, GA. I HAVE HEARD S80 PLTS DESCRIBE NAV INTERFERENCE FROM PAX USING THE NEW DVD MOVIE PLAYERS. ON THIS FLT WE HAD A 30 DEG DIFFERENCE BTWN THE #1 AND #2 FOR NEEDLES WHEN TUNED TO 116.1. DME AND CDI DISPLAYS FOR CAPT AND FO WERE BOTH IN AGREEMENT WITH GFMS INFO AND THE #1 FOR NEEDLE. WHEN WE ASKED THE PAX IN SEAT XX TO TURN OFF HIS DVD PLAYER, THE #2 VOR NEEDLES ON BOTH RMI'S RETURNED TO CORRECT INDICATIONS. WHEN THE PAX TURNED THE DVD BACK ON, THE #2 NEEDLE DIVERGED 30 DEGS R AGAIN. WITH VOR 114.1 SELECTED, THE #2 NEEDLE WOULD WAVER BUT NOT DIVERGE WHILE THE DVD WAS ON. WITH VOR 116.5, NO EFFECT WAS NOTICED. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE PLT IS AN INSTRUCTOR AT HIS ACR FLT ACADEMY. HE HAS HEARD STORIES FROM MD80 CREWS OF INTERFERENCE CAUSED BY DVD PLAYERS ON THAT ACFT. BECAUSE OF THIS HE THOUGHT TO CHK THE CABIN FOR PAX OPERATED ELECTRONIC DEVICES. ON THIS PARTICULAR CASE, ONLY THE RMI NEEDLE ON THE #2 VOR WAS AFFECTED. BOTH THE CAPT'S AND FO'S #2 RMI NEEDLES SHOWED ERRONEOUS READINGS. THE HSI DISPLAY WAS NORMAL. TURNING THE DVD PLAYER OFF RETURNED THE RMI NEEDLES TO NORMAL, AND TURNING THE DVD BACK ON CAUSED THE RMI NEEDLES TO BECOME ERRONEOUS AGAIN. THEY DID NOT TRY MOVING THE PAX TO ANOTHER SEAT. NO MAINT DISCREPANCY WAS WRITTEN UP ON THE ACFT. IT IS NOT KNOWN WHETHER THIS PARTICULAR ACFT HAD FAULTY WIRE SHIELDING OR NOT.

Synopsis :

B727 CREW HAD A LARGE DISCREPANCY IN THEIR VOR NAV SYS.

Time

Date : 199907

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BDL.Airport

State Reference : CT

Altitude.MSL.Bound Lower : 15000

Altitude.MSL.Bound Upper : 35000

Environment

Flight Conditions : Mixed

Component / 1

Aircraft Component : Radio Altimeter

Aircraft Reference : X

Problem : Malfunctioning

Component / 2

Aircraft Component : TCAS Equipment

Aircraft Reference : X

Problem : Malfunctioning

Component / 3

Aircraft Component : GPWS

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 16000

Experience.Flight Time.Last 90 Days : 230

Experience.Flight Time.Type : 6000

ASRS Report : 443329

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Observation : Passenger

Events

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Overcame Equipment Problem

Situations

Aircraft.Make Model.Value : 583.30

Aircraft.Aircraft Component.Value : 34.142

Aircraft.Aircraft Component.Value : 34.33

Aircraft.Aircraft Component.Value : 34.351

Supplementary

Problem Areas : Aircraft

Narrative :

DURING CLBOUT FROM BDL, THE CAPT'S RADAR ALTIMETER FLAGGED AND THE TCASII AND GPWS SUBSEQUENTLY ANNUNCIATED 'FAIL.' THE PROB CONTINUED THROUGHOUT THE CLB TO FL350 WHEREUPON I HAD TIME TO ASK A FLT ATTENDANT TO DO A PAX ELECTRONIC DEVICE WALK. SHE DISCOVERED THAT A SONY VIDEO WALKMAN WAS IN USE IN SEAT XX. AFTER THE SONY WAS SHUT OFF, THE PROBS CLRED UP. THE ITEM WAS A SONY GVA-500 VIDEO WALKMAN.

Synopsis :

DC9 CREW HAD PAX ELECTRONIC DEVICE INTERFERENCE.

Time

Date : 199909

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Component / 1

Aircraft Component : Cabin Entertainment

Aircraft Reference : X

Problem : Design Deficiency

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 448416

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Observation : Passenger

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Maintenance Problem : Improper Maintenance

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Company Review

Consequence.Other : Maintenance Action

Situations

Aircraft.Make Model.Value : 372.40

Aircraft.Aircraft Component.Value : 23.4

Supplementary

Problem Areas : Aircraft

Problem Areas : Company

Problem Areas : Maintenance Human Performance

Narrative :

SEEMS TO BE A RECURRING PROB WITH PWR PORT TYPE ACFT. HAVE SEEN SEVERAL ACFT SO EQUIPPED THAT HAVE EXPOSED WIRES IN SEAT TRACK, CAUSING A TRIPPING HAZARD TO PAX. ALSO HAD PAX COMMENT THAT WHEN HE SEES THINGS SUCH AS THIS IT MAKES HIM WONDER ABOUT THE MAINT OF THE ACFT. I HAVE HAD TO REPLACE SEVERAL OF THESE BLUE PLASTIC WIRE RETAINERS MYSELF SO IT IS NOT JUST A LOCALIZED PROB.

Synopsis :

A FOKKER 100 WAS DISPATCHED AND OPERATED IN NON COMPLIANCE WITH LAPTOP COMPUTER PWR WIRING IMPROPERLY INSTALLED CREATING A PAX TRIPPING HAZARD.

Time

Date : 199910

Day : Mon

Local Time Of Day : 1201 To 1800

Place

State Reference : MO

Altitude.MSL.Single Value : 33000

Environment

Flight Conditions : VMC

Component / 1

Aircraft Component : ILS/VOR

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 10000

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 2000

ASRS Report : 452292

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Observation : Passenger

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Aircraft

Problem Areas : Navigational Facility

Narrative :

WE ENCOUNTERED SOMETHING STRANGE WITH THE MCI VOR. BOTH THE CAPT AND I WERE TUNED TO IT, BUT ONLY THE CAPT WAS RECEIVING A SIGNAL AND GOOD IDENT FROM IT. THIS HAPPENED ON J25, WELL WITHIN THE VOR SVC VOLUME. EVEN AT 60 NM TO AND FROM THE MCI VOR, NO SIGNAL AND/OR IDENT ON MY RECEIVER. MCI JUST CHANGED OVER TO NEW FREQ 113.25 THIS PAST MONTH, BUT I DOUBT THAT HAS ANYTHING TO DO WITH THIS. I FLY 'JURASSIC JET' A DC9-50. OUR MAINT PEOPLE CHANGED OUT THE RECEIVER. SO, HERE'S SOME OF THE FACTORS: 1) BOTH VOR ANTENNAS ARE LOCATED IN SAME PLACE -- THE TAIL, SO BOTH SHOULD HAVE GOTTEN THE SAME SIGNAL. 2) MY RECEIVER THAT WOULD NOT GET ANY SIGNAL IDENT FROM MCI, WORKED FINE ON ALL OTHER FREQS USED FOR THE REST OF THE FLT. I CHKED OUT ON THE GND WITH VOT TEST FREQ. 3) THE FLT ATTENDANTS DID MENTION THAT 4 PAX WERE USING LAPTOP COMPUTERS AND 2 PALM PILOTS. (IF THESE WERE THE CAUSE, WHY DID IT ONLY AFFECT 1 SIDE?) WE NEVER DID TRY HAVING PAX TURN OFF ANYTHING TO SEE IF IT SOLVED OUR PROB AS WE WERE VFR IN CRUISE. HOWEVER, THINGS COULD HAVE BEEN VERY DIFFERENT HAD WE BEEN IN AN 'ELECTRIC AIRPLANE' (IE, A320 OR B757) AND ON APCH. THIS WAS ONE TIME I WAS GLAD WE WERE FLYING 'JURASSIC JET,' OUR ONLY COMPUTER IN THE ACARS BOX, SO WE SHOULD BE UNAFFECTED BY Y2K, BUT THIS PARTICULAR INSTANCE WAS A STRANGE ONE.

Synopsis :

ACR RPTS PROBS WITH 1 OF 2 VOR RECEIVERS ONLY ON 1 FREQ WHILE PAX ARE USING ELECTRONIC DEVICES IN CRUISE.